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## HISTORY OF THE BRITISH RAILWAYS DURING THE WAR 1939-45

by R. BELL, C.B.E.

with a foreword by Sir William Wood,  
President, London Midland & Scottish Railway

**THE RAILWAY GAZETTE**

33, TOTHILL STREET, WESTMINSTER, S.W.1

**The "Economic Survey" and the Transport Bill**

THE Liaison Committee of Transport & Industry, which embraces not only transport providers but representatives of the great majority of transport users, has accepted the invitation contained in the Government's "Economic Survey for 1947," to submit constructive criticism. It points out that it has already expressed the view that this is not the time to attempt to alter the whole structure of the transport system, and it is convinced that a fundamental mistake will be made if the Transport Bill is forced through Parliament in substantially its present form. Despite the desire of trade and industry to co-operate in the task set the nation by the "Economic Survey," efforts to that end are being hampered and stultified by the discouraging and unsettling effect of the hurried passage of the Bill. The Committee, therefore, wishes to impress on the Government the desirability in the national interest of suspending action on the Bill, so that the combined efforts of the nation may be directed towards the objectives set out in the White Paper.

**Mr. Henry Greenly**

Mr. Henry Greenly, whose death at the age of 70 we recorded briefly last week, had a considerable reputation as a consulting engineer, and as an editor and author of many works on model engineering. He commenced his career in the Engineer's Department of the Metropolitan Railway, but at the beginning of the century his lively interest and practical skill in the planning and designing of model railway systems brought success in winning a number of the awards offered by the *Model Engineer*. He was Assistant Editor of that publication from 1901 to 1906, when he left to become a consulting engineer. He worked in close collaboration with Mr. W. J. Bassett-Lowke on locomotive designs for miniature railways both for this country and abroad. He also acted as consultant and designer in the production of model locomotives and railways until, in 1922, he was appointed engineer to the Ravenglass & Eskdale Light Railway, for which he produced a new design of locomotive for heavy traffic over steep gradients. He was engineer to the Romney Hythe & Dymchurch Railway from its inception in 1926 until its completion four years later, and was responsible for all the civil engineering and the locomotive and rolling stock design of this railway. Since 1930 Mr. Greenly had reverted to his consulting work and his contributions to model engineering journals.

**Railway Officers' Guild and Transport Bill**

The British Railway Officers' Guild, the formation of which we referred to in our issue of October 19, 1945, has presented a petition against the Transport Bill, in which it points out that the provisions of that Bill give no proper protection to the officers and higher administrative and technical staff of the railways, and are retrograde in comparison with the provisions of the London Passenger Transport Act, 1933, and the Railways Act, 1921. It seeks amendment to give railway staff the rights and privileges contained in those Acts, to ensure that any questions as to compensation, remuneration, and conditions of service may be determined by a negotiating body, or referred to arbitration by an independent tribunal. The Guild, therefore, has taken up the point made in our December 13, 1946, issue when we stated that we were not satisfied that the interests of the staff were protected sufficiently. It would appear that the future functions of the British Railway Officers' Guild under nationalisation would approximate to the important role fulfilled by the Institution of Professional Civil Servants on behalf of higher ranking personnel, and no doubt its efforts in this direction will attract the support it deserves from railway officers.

**Mersey Railway Company**

The report of the Mersey Railway Company for the year ended December 31, 1946, shows net revenue amounting to £112,821. This figure is arrived at after giving effect to the estimated operation of the financial arrangements with H.M. Government in respect of the control of the undertakings of the railway companies and London Transport, and includes

£2,845 in respect of the period prior to January 1, 1941. It compares with £109,976 in the previous year. A balance of £2,671 is brought forward from 1945, making a total of £115,492. Interest on debenture stocks takes £56,143, leaving a balance of £59,349 available for dividends. The company again declares a dividend of 3 per cent. on the 3 per cent. perpetual preference stock, but the dividend on the consolidated ordinary stock is reduced from the 2½ per cent. paid last year to 2¼ per cent., which was the payment made in 1944. The balance carried forward is £6,335. For the second year in succession, no appropriation is made to contingency fund. The last years in which provision was made under this heading were 1944 and 1943, when the contributions to the fund were £800 and £704 respectively.

### Overseas Railway Traffic

Decreases in Buenos Ayres Great Southern receipts for the weeks ended February 8 and 22 were followed by a further setback of ps. 94,000 in the week ending March 1. A recovery in the next seven days, however, reduced the loss for the fortnight under review to ps. 68,000. A decline of ps. 125,602 on the Central Argentine for the week ended March 8 is accounted for by the fact that the comparison is made with a holiday period last year, and the fortnight shows an overall gain of ps. 29,148. Central Uruguay receipts have improved during the fortnight, gaining £9,614, so that the aggregate is brought within £63,176 of the preceding year. Some results for the week ended March 8 are compared below:—

	No. of week	Weekly traffic	Inc. or dec.	Aggregate traffic	Inc. or dec.
Buenos Ayres & Pacific* ...	36	2,850	+ 218	83,252	+ 2,244
Buenos Ayres Great Southern* ...	36	3,825	+ 26	129,300	+ 4,417
Buenos Ayres Western* ...	36	1,301	+ 88	46,626	+ 3,288
Central Argentine* ...	36	3,240	- 126	115,899	- 3,104
		£	£	£	£
Canadian Pacific ...	9	1,351,750	- 73,000	12,450,500	- 451,250

\* Traffic returns in thousands of pesos

The improvement of £22,000 in C.P.R. receipts for the seventh week was not maintained, results for the fortnight ended March 7 showing a combined decrease of £81,000.

### C.P.R. Earnings in 1946

A statement of financial results for the year ended December 31 last, issued by the directors of the Canadian Pacific Railway, shows a decline in gross earnings of \$23,613,530 to \$292,495,828. Working expenses fell from \$280,055,024 to \$271,652,778, leaving net receipts \$15,211,284 lower at \$20,843,050. This figure was exceeded by other income receipts, totalling \$22,779,794, an increase of \$7,672,837. This other income was made up of \$4,202,264 from ocean and coastal steamships; \$2,550,862 from hotels, communications and miscellaneous properties; \$8,563,152 from dividends; and \$7,463,516 from other sources. The ordinary dividend was maintained at 5 per cent., and a dividend of 4 per cent. has been paid on the preference stock. After the interim payment of 2 per cent. on the ordinary stock, and meeting the preference dividend, the balance transferred to profit and loss account was \$13,877,049. The carry-forward of \$259,076,972 represents an increase of \$6,354,144 over the previous year. The effect on operations in the current year of recent wage increases has been estimated as an addition of \$15,300,000 to the company's payroll. An application has been made for higher freight rates, as recorded in our October 25 issue.

### The G.N.R. (I.) and the Transport Merger

The directors of the Great Northern Railway (Ireland) circulated a memorandum to stockholders before the annual meeting (see page 287 this week) in which a statement was made on the company's attitude to the proposed merger of public transport undertakings in Northern Ireland. Stress is laid on the rights of the railway companies under the Road & Rail Transport Act (Northern Ireland), 1935. Under that Act the railway companies transferred their road services and assets to the Road Transport Board, compensation being paid on the value of the assets and on past earnings at a time when the services were only in an early stage of development. The railway companies assert a strong claim to the profits derived

by the Road Transport Board from the buses taken over from the railways, since, despite the provisions of the Act, co-ordination of services and pooling of receipts never have been implemented. The Great Northern Railway directors believe that the practical course would be to restore the company's road powers in its own area, compensation being given to the Road Board for expenditure on non-railway undertakings in that area and fair account being taken of receipts which should have been accruing out of the pool since 1935.

### Main-Line Train Service Reductions

Particulars are given in our news pages of train service reductions which came into force on all the main-line railways this week in order to reduce coal consumption and conserve stocks. A weekly saving of 10,000 miles will be effected on the L.M.S.R., where the changes affect principally the Midlands and Scotland, together with certain North to West through trains. The L.N.E.R. is withdrawing more than 50 trains in England and Scotland, but new reductions at the London termini are confined to certain Marylebone—Manchester and Liverpool Street—Cambridge services. On the G.W.R., however, the "Cornish Riviera Express" is withdrawn, and some services between London, Wolverhampton, Bristol and Weymouth are restricted to operation on a few days in the week. This company's alterations involve some 400 weekday and Sunday services throughout the system. The Southern Railway cancellations of daily long-distance trains are confined to some London—Weymouth—Bournemouth services, but other South Coast and West of England services are cut on certain days of the week. Many of the alterations will remain in force until the summer timetables are introduced on June 15, and these themselves will show a 10 per cent. reduction in mileage compared with 1946.

### Mansion House Association on Transport

The annual luncheon of the Mansion House Association on Transport is always a well-attended function, and when the latest of the series was held last week it was in an atmosphere which had been made the happier by the Minister of Transport's overnight announcement that he was deleting from the Transport Bill the clauses concerning road transport "C" licences. When he addressed the luncheon, Mr. Barnes referred to this concession and emphasised that the removal of the clauses did not touch the main substance of the Bill. The clauses had been introduced to safeguard the principal purpose of the measure, and to ensure that the national transport system was not subject to erosion from unrestricted competition, as the railways had been after the last war. He also paid high tribute to the railway companies for the way in which they had carried on in recent weeks, and emphasised that the difficulties from which the railways were suffering in the way of shortages of locomotives, wagons, permanent way materials, and so forth, could not in any way be attributed to those who had been responsible for the management of the railways.

### Users' Committees and Economic Analysis

The Minister also referred to the Users' Committees for which provision is made in the Bill. For the personnel of these committees he did not intend to deprive industry of dynamic personalities engaged in building up industry, but there were those who had done good work in the past but who now had more leisure than those engaged in the actual constructive work. Mr. Nicholas Kaldor, the economist who gave evidence on behalf of the National Coal Board before the Railway Charges Consultative Committee recently, said that he was an academic economist who had applied the principles of economic analysis to decide what the position of the railways was likely to be. His forecast has not been entirely successful because he had not foreseen the hold-up of industry due to the coal shortage. Perhaps Sir Frederick Bain, Deputy-President of the Federation of British Industries, had in mind such points as the growth of committees, and particularly Users' Committees manned by those discarded by industry, advising transport operators on the needs of industry as well as the new cult of economic analysis, when he spoke.

He said bluntly that he was filled with the thoughts of the imminence of a tremendous transport crisis. The mechanism of industry was delicate and complicated; it was easy to stop its operations; it was not so easy to start them again.

### British Industries Fair

Although suspended during the war, the revival of the British Industries Fair was first considered officially in 1943, and in August, 1945, an Advisory Committee already had begun preparing for its re-opening. It was decided, finally, that May, 1947, would be the earliest suitable date, and as a result the Fair will open this year in London and Birmingham simultaneously on May 5, with the Engineering and Hardware Sections at Castle Bromwich, and the Textile and Light Industries Sections at Earls Court and Olympia. After a lapse of eight years, the Fair will serve a far wider purpose than the immediate placing of orders, and the record support it has received from industry, details of which are given elsewhere in this issue, indicates that the event will form a spearhead of the national drive for increased export trade. Many advances in industrial technique have been made by British manufacturers in recent years, and although on this occasion the overseas buyer will see some innovations exhibited before they can be produced in quantity, he will be in a position at least to form an opinion as to their suitability for his requirements and prepare his long-term buying policy accordingly.

### The Havant Railway Centenary

Havant, in Hampshire, received its first railway communication when the section of the L.B.S.C.R. line between Chichester and Havant was opened on March 15, 1847, and the centenary of this event is being celebrated locally by co-operation between the Urban District Council of Havant & Waterloo and the Southern Railway. Because of its position at the eastern end of the narrow coastal plain giving access to Portsmouth, Havant always has been connected intimately with any scheme of canal or railway transport between London and Portsmouth. It remained a terminus for three months only, and the railway was then extended to Portsmouth. In themselves, these were very ordinary openings, and Havant would not occupy an important place in national railway history were it not for the fact that its geographical situation provided a convenient point of junction when the Direct Portsmouth Railway through Petersfield was built (after vast parliamentary struggles) and sought access to Portsmouth itself over the older line from Havant. Actual physical conflict took place between the "armies" of the L.S.W.R. and the L.B.S.C.R. at Havant in December, 1858, when the former sought to work trains from the Direct Line through to Portsmouth under the running powers it had secured from Parliament. The Havant Centenary Exhibition, arranged in the Town Hall, was opened on Saturday last by Colonel Eric Gore Browne, Chairman of the Southern Railway, and is remaining open for a week. He was welcomed by the Chairman of the Havant U.D.C. (Councillor J. Flanders) and the vote of thanks was moved by Councillor B. F. Powell, who is also a Southern railwayman. The exhibition comprises about 125 prints, photographs, and other exhibits, and is aided by a free catalogue and short historical sketch on which the Southern Railway is to be congratulated.

### Mr. Lysholm and the Gas Turbine

The Institution of Mechanical Engineers, at a crowded meeting on March 14, heard one of its notable members, Mr. Alfred Lysholm, give an account of his work in connection with gas turbines. The paper covered the progress in his ideas since the year 1931, when he first experimented with a 16,000 kW. peak-load plant, using a Ljungström turbine to drive two compressors in series. Next, a 25,000 kW. base- and variable-load turbine, of the multiple-reheat type, was tried in order to get a higher efficiency. Mr. Lysholm then turned his attention to aircraft, and designed an 800-h.p. propeller-driving turbine; in this case the need to reduce weight and to keep down fuel consumption forced him to contemplate a high gas temperature. In the end, the Ljungström turbine was found to have certain limitations in air-swallowing capacity,

especially at high speeds; so, in 1932, the Bofors Company became interested, and built an aeroplane test turbine, which was completed two years later and tested in 1935; but certain mechanical troubles, particularly those arising in the compressor, caused the design to be abandoned, and Mr. Lysholm himself devised an ingenious screw compressor which he has since developed with conspicuous success. Although the paper was perhaps of greatest immediate interest to marine engineers, the author, who is consulting engineer to the Elliott Company in America, mentioned that two 4,000-h.p. locomotives incorporating his gas turbines are being built in the U.S.A., one to burn pulverised coal, and the other oil fuel.

### L.M.S.R. Locomotive Depots

We publish elsewhere in this issue an article, which is illustrated by a map, dealing with the locomotive running sheds on the L.M.S.R., and on the way in which they are organised under their own officers. Mention is made, also, of the close linkage of their work with the chief operating manager and the chief mechanical engineer. The map, for which we are indebted to Lt-Colonel H. Rudgard, O.B.E., Superintendent of Motive Power, L.M.S.R., is of great interest in that it conveys similar information to that given in the map of the G.W.R. locomotive depots in our issue of August 23, 1946. Even a cursory glance at the map shows the great extent of locomotive "territory" under Colonel Rudgard's care, and emphasises the necessity for splitting it up into districts of manageable size, each under the direction of a district locomotive superintendent. Further useful information given on the map is the extent of the lines making up the four chief locomotive divisions, and the figures showing the numbers of locomotives, both steam and diesel, allocated to each depot. The main (or concentration) depots are also distinguished from the garage depots. The map is of particular interest when studied in conjunction with Colonel Rudgard's recent paper to the Institution of Locomotive Engineers, of which we published a condensed version in our issue of January 24, 1947, whilst the article accompanying the map gives further details of the way in which the motive power department is organised, thus supplementing the abridgment of his paper.

### A Bad Deal for the Railways

AS the Transport Bill progresses through the Standing Committee of the House of Commons, the inequalities and unfairness to the railways of the compensation terms become ever more apparent. It was clear at the outset that railway stockholders were getting a very raw deal compared with that accorded to other branches of internal transport which come within the scope of the Bill. As we have previously pointed out, different standards of compensation are proposed for the railways, road hauliers, private railway-wagon owners, and local authorities, and in the case of the first three there seems little justification for the differentiation of treatment. The Bill proposes that railway stockholders should receive compensation based on Stock Exchange prices for their stocks, without regard to the level at which Government credit was standing at the relative dates. Road haulage operators are to get the cost of replacement of their vehicles, less depreciation, and two to five years' purchase of the annual net profits of any business, and privately-owned railway wagons will be acquired on the basis of original cost less depreciation.

At the annual meeting of the Southern Railway, Colonel Eric Gore Browne pointed out that, if the railways were acquired on the same terms as those for road haulage, they would get more than twice what they are now offered, and that, if road hauliers' vehicles were acquired on the same terms as railway wagons, they would fetch less than half what the owners would receive under the Bill. The Minister of Transport has announced, however, that he is negotiating with the associations representing the private owners of railway wagons on the compensation terms, and he has also agreed to consider some modification in the compensation to local authorities whose transport undertakings eventually are acquired. He has also agreed to cancel entirely the provision of the Bill affecting the holders of "C" licences.

On the other hand, the only modification proposed in the case of the railways—and this not in respect of any main-



line company—is the agreement on a more or less moral obligation that the Government will issue a special type of stock to holders of L.P.T.B. 3 per cent. guaranteed stock.

In the light of these arrangements, the impression is deepened that the railways are being treated with malicious harshness under the Bill for ulterior motives, and the grounds for demanding improvement in the compensation terms accordingly are strengthened. It is not without interest that the cost of the claims for improved wages and conditions of service already put forward by the railway trade unions far exceeds the annual reduction in income to the stockholders proposed by the Bill, and trade and industry appear to stand little prospect of the sweeping reductions in charges promised by ardent supporters of the Bill.

It is idle for the Minister of Transport to pay tribute to the "recognised high character and public spirit of the directors of the railway companies in the way they have discussed the problems of this Bill, although everyone knows that, in principle, they are deeply opposed to the policy of the Bill," or to refer in the high terms he used in his address to the Retired Railway Officers' Society last week, to the good job that the railways had done both during the war and in the recent bad weather, unless the Government is prepared to give practical recognition to the value of the railways in the national life. Indeed, the Minister's compliments are in striking contrast to the scurrilous terms of abuse which have been used by many members of the Labour Party, by no means all of them back benchers, but some prominent Ministers.

### Railways and the Coal Crisis

**WE** referred last week to the incorrect and irresponsible criticisms which are being levelled at the railways by Ministers and certain newspapers in an attempt, either to find a scapegoat for the serious setback from which industry is suffering and will suffer for a considerable time as a result of the shortage of coal, or to justify the Government persisting with the Bill for the nationalisation of transport despite the present difficult situation. The campaign is still continuing, and, on March 9, Sir Hartley Shawcross, the Attorney General, speaking at St. Helens, is reported to have said that the present coal crisis has been in part the result of a breakdown in transport, and that if the transport undertakings had been co-ordinated and united under national control we could have organised to better advantage the splendid efforts the workers made.

As we have explained previously, when weather conditions were at their worst, on February 13, there were 96,000 wagons of coal in transit on the railways, but in five days this number had been reduced to 61,000—a figure well below the normal for the winter period. A normal day's output from the collieries is about 47,000 wagons, and it should be obvious, even to a Minister, that there must always be at least that number of wagons in transit on any given day. Seeing that the railways carry about 75 per cent. of the coal produced at the collieries, it is evident that no amount of co-ordination under national control could improve the situation or affect the fact that the railways are, and must continue to be, the principal agents for the conveyance of coal. Sir Hartley Shawcross might well be asked why industry did not return immediately to full working when the coal in transit had been reduced to its normal level by February 18. He also argued that high transport costs had prevented the revival of trade in the depressed areas, thus ignoring the many more important factors involved. He contended that passenger services usually have been indifferent, whereas before the war they were at least the equal of any in the world, and the present unsatisfactory position is due entirely to the inability of the Government to provide the railways with the labour and materials to overtake the arrears of maintenance which accumulated during the war years.

A further gem was his remark that unless road and rail haulage were integrated, one could employ either of them on routes, and for loads, for which they are best fitted "without the waste of empty running." This remark shows the speaker's complete ignorance of transport operations, and we might well ask him how collieries can be supplied with wagons for loading coal unless they are conveyed empty to the pits!

Finally, he stated that, to take one instance of unnecessary labour and expense, the complicated organisation of the Railway Clearing House has had to be maintained simply to allocate receipts arising from through running. Although it is true that the R.C.H. was instituted in 1842 to encourage and develop the through working and movement of passengers and goods, this represents now only a fraction of its duties. It has to perform a number of statutory functions, together with many other important duties. As Sir Hartley Shawcross should be aware, the division of receipts was discontinued during the war, but this did not involve the closing of the R.C.H.

A national pictorial paper on March 15 repeated the statement that it was not the nationalised coal which caused the recent crisis, as it was there, loaded into wagons, before the blizzard came, but "the unnationalised railways"—a travesty of the facts. Then it urges that we should have more and better locomotives now, more wagons, new rails, and sleepers; of which requirements the railways are only too painfully aware. But the bleak fact remains that, notwithstanding the most urgent and continued representations to the Government, the railways were unable in 1946 to secure sufficient materials to enable them to overtake any arrears of maintenance. Present indications are that they will not be supplied with sufficient rails, sleepers, or timber this year to enable them to carry out even their normal maintenance work, and the further outlook is even worse.

In this connection we might mention the much publicised conversion of 1,200 locomotives from coal to oil burning. Although this was announced in July last, only 20 oil-burning locomotives are now in traffic, and the railways have had to stop all conversion work because they have been unable to secure the material required for completing the oil fuel tank installations. It is clear, therefore, that unless the Government is prepared to grant the highest priority to the railway requirements, and sees that they obtain the material, it will be difficult to maintain, and impossible to improve, even the present level of service.

### Implications of "C" Licences Reprieve

**A** MOST important modification of the provisions of the Transport Bill affecting the use of road haulage vehicles was announced by the Minister of Transport to the Standing Committee of the House of Commons on March 13. Intervening in a discussion on the amendments to clause 40 of the Bill, which deals with the road transport undertakings to be acquired by the Commission, the Minister stated that the Government had reconsidered the provisions of the Bill relating to "C" licences, which are issued to traders to enable them to carry their own goods in their own vehicles. Clause 56 of the Bill provides that, except under a permit granted by the appropriate licensing authority, goods other than those conveyed in certain special types of vehicles, should not be conveyed in future, in vehicles running more than 40 miles from their operating centre.

Although the Minister thought this proposal eminently reasonable and in the best interests of the traders, it was the case that the majority of the vehicles in the country, about 300,000, were operated by traders employed in the wholesale and retail trades, in merchandising and manufacturing and every other kind of business. The proposal to restrict their operations to 40 miles had aroused increasing anxiety, and, taking into consideration the difficulty in trade generally in the immediate post-war period, and the many matters that necessarily occupy the managements of these organisations, the Government had decided for the time being not to proceed with the clauses relating to "C" licence vehicles, and steps would be taken to remove them from the Bill. The Minister emphasised, however, that the Government would not allow any abuse by traders of this concession, and he would not hesitate to take steps to correct any abuse which might arise.

Although the 150,000 "C" licence holders concerned naturally are most gratified and relieved by this announcement, the decision gives rise to some very pertinent questions. For example, why did the Government include the clauses and then drop them before they were even debated? Was it not a case of inadequate consideration of their proposals? Further, has not the Minister gone a long way towards compromising his



whole position in regard to the acquisition by the Commission of the road haulage industry? The exemption of 300,000 vehicles from the Bill leaves only 147,000 vehicles which may be effected, and a large number of these will be exempted as they are not predominantly engaged on long-distance work, i.e., exceeding 40 miles.

If the Commission is to allow 300,000 vehicles to carry goods unlimited distances throughout the country, how can he still seek to restrict to 40 miles the journeys of the 53,000 vehicles running under "B" licences which carry goods partly for their owners and partly for other people. Further, why should those private firms be penalised who use the 6,100 "A" contract vehicles in preference to their own. The Minister has said, it is true, that the Commission doubtless will be prepared to lend traders vehicles on contract terms, but there seems little point in making any change, as the large majority of the vehicles are not used for long-distance work. The remaining 80,000 vehicles run under "A" licences, but, again, as a large number are used only on short-distance work, the proportion to be acquired by the Commission will be comparatively small.

Therefore, while we applaud the Minister's belated decision, it is open to question whether any useful purpose will be served by his proceeding with the remaining clauses affecting road haulage. With the exemption of "C" licence vehicles from the control of the Commission, it seems to us that the proposals put to the Minister in July last by the Road Haulage Association and the main-line railways on the subject of the co-ordination of road and rail freight transport now present a better way of achieving co-ordination than the Bill, which will now, in effect, nationalise little more than the railways.

### Indianisation—Castes and Creeds on Indian Railways

IN connection with the Indian Government reforms, much is heard about Indianisation and the differences between the various castes and creeds. A few figures indicating the numbers of the various communities employed on the principal railways may not, therefore, be out of place. On March 31, 1945, the latest date for which details are available, there were 1,874 gazetted officers and 927,340 non-gazetted employees on the Class 1 railways, or 929,214 in all. The corresponding total figure for all railways, and including the Railway Board's secretariat, was 962,009, of whom only 1,634 were Europeans in all grades. The other communities were represented by 535,668 Hindus other than the Scheduled Castes (or Untouchables); 144,659 Scheduled Castes; 230,429 Muslims; 12,284 Anglo-Indians and Domiciled Europeans; 9,725 Sikhs; 23,388 Indian Christians; 1,613 Parsis; and 2,609 other communities.

The gazetted officers, including both superior and lower gazetted services, employed on Indian Government railways on the above date totalled 1,784, 586 of them being Europeans, or just 33 per cent. In March, 1934, there were 1,074 Europeans out of a total of 1,756 officers, or over 61 per cent., so that there has been an almost complete reversal of the position in the intervening 11 years. Under the new form of Government, the percentage of European officers is likely to fall abruptly to a very small figure.

Of the 1,784 gazetted officers in 1945, 692 were Hindus (not scheduled); 2 were Scheduled-Caste Hindus; 178 were Muslims; 191 were Anglo-Indians and Domiciled Europeans; 41 were Sikhs; 52 were Indian Christians; 39 were Parsis; and 3 belonged to other communities, employed on Government lines.

In 1945 there were also 9,009 senior subordinates on scales of pay rising to about £4 10s. a week, of whom 713 were Europeans, or just under 8 per cent., as compared with 20 per cent. in 1934. Other percentages in 1945 were Hindus 40 per cent., Muslims 9 per cent., Anglo-Indians, etc., 34 per cent., and Sikhs and other communities, 9 per cent. In 1934, only 25 per cent. were Hindus; 5 per cent. were Muslims, but 41 per cent. were Anglo-Indians and domiciled Europeans. It will be noted that, apart from Hindus, the Anglo-Indians and domiciled Europeans were far the most numerous even in 1945, and they probably will continue to play a big part in the staffing of Indian railways for some time to come. In the officer and senior subordinate grades together, therefore, just over 11 per cent. were Europeans and 30 per cent. were Anglo-Indians and domiciled Europeans two years ago.

### Irish Transport Company

GROSS revenue of Coras Iompair Eireann (Irish Transport Company) from all sources in 1946 amounted to £8,848,355, a decrease of £73,009. It is estimated that an increase would have been shown in spite of the reduction of rates and fares introduced last July, had it not been for certain adverse factors during the year, such as a strike of beet factory workers, the poor harvest, and the reduced production of turf on account of bad weather conditions. There was a decline of 407,344 tons in goods carried by rail, which was reflected by a fall of £292,296 in goods traffic gross receipts. Railway passenger traffic increased by £68,837, but the restoration of branch-line services resulted in 982,283 more miles being run, although only 542,760 additional passengers were carried. The number of passengers per mile was only 3.8, as compared with 5.66 in 1945, and this indicates that the restoration of branch-line trains was a large contributing factor to the deficit of £33,911 on railway operation. Railway goods traffic receipts were £2,830,828, a decrease of £217,238. Numbers of livestock carried fell from 1,715,354 to 1,445,909, entailing a reduction in receipts of £75,058.

By far the largest item of expenditure in the accounts is that for wages and salaries, reaching £4,811,830 in 1946. This figure, described in the report as "colossal," represented an increase of £762,280 over the previous year, or a larger amount than the difference of £713,755 between the net revenue of the two years. Although the rise in coal costs, of £52,695, was comparatively small, the deterioration in quality of coal delivered in the last three months of 1946 was such that it should not be regarded as a guide to future costs under this head. Some results of railway working in the two years are compared below:—

	1945	1946
Passenger traffic ... ..	1,620,636	1,689,473
Goods traffic ... ..	3,553,799	3,261,503
Miscellaneous receipts ... ..	27,242	21,581
Expenditure ... ..	4,359,492	5,006,468
Net revenue ... ..	842,185	dr. 33,911

Gross revenue from the carriage of freight by road increased by £77,401 to a total of £823,020, although there was a fall of 187,512 tons in the carriage of beet. Passengers on bus and tramway services showed a substantial increase, totalling 251,072,778, against 221,279,575, but the gross revenue showed a reduction of £12,017. The increased utilisation of these services prevented a heavier decline in spite of the lower fares. Average receipts per passenger on buses were 2.69d., against 3.15d., and on tramways 1.75d., against 1.82d. Hotels department activities produced £240,757, an increase of £90,727. Net revenue from operations of all kinds amounted to £415,217, compared with £1,128,972 in 1946. After adding rents, interest, and transfer fees, and charging debenture and other interest, there is a balance of profit of £129,458. Adding the balance of £122,736 carried forward from 1945, the final sum available is £252,194, from which the directors recommend the transfer of £150,000 to the pension trust fund, and the distribution of £105,532 as dividend on the common stock for the year. A balance of £65,588 is carried forward to next year. Dividends will be payable on March 31.

ENGINEERING & METALCRAFT EXHIBITION.—A series of exhibitions is being held in London during 1947 and 1948 to focus attention on the quality aspect of British goods. For this reason, therefore, the exhibitions will be selective rather than inclusive, and they are intended primarily for trade buyers, although the general public will be admitted at certain hours. The first of this series will be an Engineering & Metalcraft Exhibition, opening at the Horticultural Hall, Westminster, S.W.1, on May 12, and continuing until May 23, at which will be shown a wide range of products of interest to municipal authorities, architects and contractors, production engineers, factory and works managers, etc. Bookings for stands at the exhibition, which is being publicised widely both in the United Kingdom and abroad, indicate that the industries concerned are planning confidently for the future undeterred by the present shortages of labour and materials. Applications for tickets, price 2s. 6d. during the day and 1s. after 6 p.m., should be sent to the Exhibition Department, *British Bulletin of Commerce*, 17, Henrietta Street, Strand, London, W.C.2.

## LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

### State Railway "Humour"

2, Woodlands Lane,  
Altrincham, February 26

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—An interesting example of the workings of State transport has come to my notice. There is at the moment at London Road, Manchester, a 16-ton Ministry of Transport steel wagon which has been "red-labelled" by our people because the vehicle bears upon the one side the number 13901 and upon the other the number 13891.

The wagon is stencilled "R.O.F.(W)" on the solebar, and the relation between the two numbers would seem to indicate that there are others of that particular batch knocking around somewhere in a similar condition.

Possibly one needs to be a railwayman fully to appreciate the hilarious effect this practice will have on freight working generally, and surely in times to come the Government will extend the scheme to enable the public to enjoy the good, clean fun. Coaches, for example, easily could be inscribed first class on one side and third class on the other, and smoking and non-smoking notices would lend themselves to similar treatment.

The imagination boggles, however, at the thought of the scope for light-hearted enjoyment offered by various types of destination and train indicators.

Yours faithfully,  
"L.M.S."

### Named Trains in Australia

Publicity & Tourist Services,  
Victorian Railways,  
Spencer Street, Melbourne, C.1. January 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—On page 603 of the November 29 issue of your publication, under the heading "Named Trains in Australia—I," the "Spirit of Progress" is shown as running between Sydney and Melbourne under control of the New South Wales Railways and the Victorian Railways. The "Sydney Limited" is similarly shown.

Actually, the position is that the "Spirit of Progress" runs only between Albury and Melbourne, and is owned and operated by the Victorian Railways. The "Limited Express" runs between Sydney and Albury, under control of the New South Wales Railways Department; and the "Albury Express" undertakes the journey between Albury and Melbourne, and is operated by the Victorian Railways.

In view of the foregoing you may care to make the necessary amendments in a subsequent issue of your journal.

Yours faithfully,  
L. C. BROMILOW,  
Manager.

[A series of lists of named trains on Overseas railways was published in our "Scrap Heap" pages during the latter part of last year.—ED., R.G.]

### Railway Electrification in Great Britain

London, March 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The *Electric Traction Section of The Railway Gazette* of January 31 contained an abstract of an address, "Some Aspects of Railway Electrification in Great Britain," by Mr. R. Varley, General Manager & Engineer, Mersey Railway. In the course of his paper, Mr. Varley suggested that, before extensive electrification takes place, the advantage of the 650-volt third-rail system should be considered. The events of the past few weeks should confirm once and for all the conclusion reached, after exhaustive official enquiries, that, beyond suburban areas, electrification should be carried out with d.c. at 1,500 volts, supplied by overhead conductors.

The climax was reached during the first week of March, when steam locomotives had to come to the rescue of the Southern Railway third-rail electric trains. If, as Mr. Varley suggests, the main lines of the other companies had been electrified on the third-rail principle, the Midlands and North of England would have been without railway services for days, if not weeks, on end.

Mr. Varley dismisses weather conditions with the remark that there are more than 1,300 miles of third-rail electrified lines in the U.S.A., with its more severe climate. He does not state that the modern and massive electrification schemes in the States, such as the Pennsylvania Railroad operates between New York, Washington, and Harrisburg, are on the

overhead system. That system also has been adopted generally for main-line working on the Continent, and overseas.

The third rail is unsuitable for heavy freight-carrying railways which have much marshalling to perform and serve numerous private sidings, as the G.W.R., L.M.S.R., and L.N.E.R. do, apart from the circumstance that for the most part these lines run through regions exposed to a sterner climate than Southern Railway territory experiences. Everyone must admire the enterprise of the Southern Railway in extending its electrified area to cover so many coast resorts, but its services are designed for sunny days, not for hard grey weather and wild North-Easters.

Yours faithfully,  
NORTHERN HEIGHTS

The Brown House,  
Meopham, Kent, March 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have the greatest admiration for the way in which the Southern Railway has led the way in main-line electrification, and I consider that it has set a standard of frequency, punctuality, and cleanliness second to none. To the travelling public the shock is all the greater when this service becomes paralysed by ice and snow on the live rail. Surely this week's traffic chaos and pyrotechnic displays are attributable directly to the fact that the Southern has extended its third-rail system outside the metropolitan area, and chosen to ignore the Ministry of Transport standard method of electrification, which is 1,500 volts d.c. with overhead conductors.

Before this cold spell arrived, the Southern claimed to have overcome conductor rail icing by running trains which poured light lubricating oil on to it whenever weather conditions seemed threatening. This method does not seem to have been able to cope with the severity of this winter, and in any case it does not alleviate the troubles caused by short circuits through the snow, which are reported to have pulled out the breakers in the substations. Weather records over the first hundred years suggest that on the average one winter in every six is severe, and therefore we should not regard ice and snow as abnormal in this country.

The present position of the Southern and its third-rail system is analogous to that of the Great Western and its broad gauge sixty years ago, with the exception that the Southern can claim that it has the greater mileage in this case. One possible benefit from the impending nationalisation will be that it will enforce a decision on this subject before any further electrification schemes can be carried out.

The Southern recently announced proposals to banish steam locomotives from the Central and Eastern Sections, but some would appear to be necessary to haul the electric trains in snowy weather. Diesel-electric locomotives designed for branch-line work cannot be "thrashed" and overloaded like the steam locomotives which came to the rescue this week.

Yours faithfully,  
G. M. BARRETT

### Riding Qualities of Multiple-Unit Trains

73, Abingdon Road,  
London, W.8, March 10

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Reference my letter which you published in the issue of March 7, there appears to be a misprint in line thirteen which refers to "the rope-suspended traction motor." This should read, "the nose-suspended traction motor."

Yours faithfully,  
R. M. TYRRELL,  
Captain, R.E. (Transportation)

Hove, March 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I was interested to read Captain R. M. Tyrrell's letter in your issue of March 7, and entirely agree with his remarks. The noise caused by long continuous lengths of roaring rails is particularly trying. It would be interesting to learn whether this defect is considered to be caused, accentuated, or encouraged by heavy multiple-unit as opposed to steam-hauled traffic. Personally, I have not suffered much from the rattle of the collector shoes, to which he also refers, though I know all too well that it is most tiresome. This is because nothing short of complete failure to find a vacant seat in trailer coaches will induce me to travel in a motor coach, for the many reasons he and others have given. Even when one might enjoy a fleeting, peaceful respite at an intermediate stop from its oscillation and running noises, this is dispelled by the racket of the brake pump. Something might be done to deaden this, also, I should have thought.

Unfortunately, one cannot get away from the roaring-rail din in any coach, nor even if the existing stock is fitted with better-type bogies, as is promised. Few track problems call

more urgently for joint solution by the scientist and civil engineer than that of the corrugated rail, especially if it is likely to become more widespread with extended electrification.

Yours faithfully,  
SOUTHERN PASSENGER

## Transport of Cycles by Rail

National Committee on Cycling,  
Hastings House, Norfolk Street,  
London, W.C.2. March 8

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—The Minister of Transport states that British railways do not consider they would be justified in providing hooks for hanging up bicycles in luggage vans. The idea, as Mr. John Parker, M.P., told the Minister, has been adopted already in France and Belgium, and the International Touring Alliance asks that all European countries should follow suit. The need for the device will be obvious. At present, bicycles are so jammed into luggage vans that the damage done to them runs into thousands of pounds a year.

That fact was not denied by representatives of all the British railways with whom the National Committee on Cycling discussed the question last September; nor could they deny that the carriage of bicycles by passenger train in Great Britain is the worst, and that its cost is the highest, of any country in Europe.

The railways may feel that they are "justified" in continuing to damage the property of cyclists. But this is more than a cyclists' grievance; damaged bicycles must be repaired, and the wanton waste of replacement parts, at present in short supply, is not defensible. Nor should the question of attracting touring cyclists from Europe be ignored. The numbers of them never have been impressive even compared with the flow from this country to the Continent before the war; and, should they now be persuaded to come to Britain; they will certainly not come back when they find their bicycles treated like old iron.

Yours faithfully,  
H. R. WATLING,  
Chairman

## Snow Ploughs

London & North Eastern Railway,  
Dorset Square,  
London, N.W.1. March 14

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—Mr. G. Richard Parkes is correct in saying (in your issue of March 7) that the way to deal with snow on railways is to start ploughing when the storm begins, but he does not appear to realise that this is the practice of the London & North Eastern Railway.

On some L.N.E.R. lines in Scotland—such as the West Highland—steel shields, rather like American cowcatchers, are fitted to passenger locomotives throughout the winter, and these enable a train to get through 3 or 4 ft. of soft snow. In addition, a number of V-shaped ploughs of solid steel are kept in readiness for bolting to the leading ends of locomotives which, coupled in pairs, tender to tender, are run to and fro once or more an hour to keep lines open when snow is falling or the wind is forming drifts. These will be familiar to readers living in Scotland.

Snow plough vans, used similarly in pairs, are employed also in Scotland and North East England; and in the southern part of the system further fleets of V-shaped ploughs, propelled by one or more engines, usually are quite effective in dealing with the less rigorous conditions generally encountered. It would, therefore, be interesting to know in what way the railways have failed "to make intelligent use of the V-shaped ploughs during the past ten years," as alleged by Mr. Parkes.

Generally speaking, the L.N.E.R. is well equipped to deal with the average winter snowfalls, and, taking everything into consideration, emerged from the recent extraordinary weather conditions, the like of which occur perhaps only once in twenty years, extremely well. Mr. Parkes apparently has not appreciated the repeated partial thaws and snowfalls which took place. These resulted in blockages, not of snow, but of more or less solid ice, which certainly could not have been dealt with by rotary ploughs, and which V-shaped ploughs, propelled by three powerful locomotives, also found difficult enough to remove.

Rotary snow ploughs may be quite satisfactory on single lines in open country, but on multi-track routes the snow would, to a certain extent, be thrown from one line to another. Besides being expensive, rotary ploughs are slow in operation, and their use is avoided as much as possible in Canada and the United States. In both these countries snow

ploughs are followed by spreaders, and British practice is emulated in that trains so fitted are run at frequent intervals during a storm to prevent snow accumulating.

Finally, it should be mentioned that the L.N.E.R. has been to the forefront in the problem of snow clearance by carrying out, in collaboration with the Ministry of Supply, several trials with gas turbine jet engines mounted on an ordinary "Lowfit" wagon.

With certain kinds of snow these turbines were quite effective, but when ice was encountered, the results were not altogether satisfactory. Further experiments, however, are being carried out with a jet-cum-plough arrangement, and every effort is being made by the company to evolve a practical method of dealing with packed snow or layers of ice and snow on railway lines.

Yours faithfully,  
GEORGE DOW,  
Press Relations Officer

## Irresponsible Criticisms of Railway Efficiency

Frognaal. March 13

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—At the present crisis in national affairs, when the whole of our people must pull together if the ship of State is to keep on an even keel, it is too bad to find the Attorney-General, Sir Hartley Shawcross, running down our railways. March 9 was the eve of the debate on the Government's "Economic Survey for 1947." Instead of addressing his constituents at St. Helens upon the contents of the White Paper, the Attorney-General is reported by *The Times* to have talked at large about inland transport, asserting that the industry as a whole had not been efficiently conducted. Railway costs, he said, had been amongst the highest in the world, and that had led to depressed areas being abandoned. On the passenger side, the services usually had been indifferent, sometimes scandalously bad. Only the Southern Railway had made any serious attempt to cater for the amenities of the public by an up-to-date system of electrification.

The people of Lancashire will put a proper value on these general statements. They have had the advantage of road and water competition, and know that railway charges never have been excessive. They are aware also that over a long term of years the railways steadily improved travelling facilities, as well as providing excellent hotels, which became the social centres of their neighbourhoods. Some of them will recall that in 1904 their county was a pioneer in railway electrification, five years before any section of the Southern Railway was converted, and they have seen electrification spread round Liverpool and Manchester since the old Lancashire & Yorkshire Railway vied with the North Eastern in showing how to handle suburban traffic.

The purpose of this letter is to point out that politicians, who heap abuse on the railways, are in effect labelling as inefficient the whole of the railway staff who occupy responsible posts. Railway arrangements for day-to-day working are not settled by a few people at the top, sitting in splendid isolation. To a great extent matters originate "down the line," though complaints and suggestions also go out in shoals from headquarters for examination at the scene of action. In the course of their duties, stationmasters, yardmasters, inspectors, controllers, and district office clerks—to mention only the traffic people—come across defects in the services or the need for carrying out new works or spot prospects of new business.

In appropriate cases, reports go forward to higher authority, and largely on the strength of these representations, timetables are built up, standing arrangements adjusted, and economies in operation effected. During this process of evolution, due weight is given to the opinions of the local railwaymen, who actually move the carriages and wagons. That is no recent development in railway practice. When, nearly 50 years ago, the writer attended his first meeting about freight train working, two foremen shunters came from the goods yard to say what they thought about clearing some of the sidings earlier in the day by running an extra train. Thanks to this custom of drawing upon the common sense of the men who do things, and encouraging them to use their wits, the railways have at remote places staff who can cope with emergencies such as this severe winter has caused, when communications are cut and everyone must fend for himself.

The best hope for the success of railway nationalisation is to keep alive the interest of railwaymen in their work, and their powers of initiative. It was injudicious in the extreme for the Attorney-General to draw an indictment against the system of railway administration which down the long years has developed these qualities amongst all ranks of its servants.

Yours faithfully,  
R. BELL



## The Scrap Heap

Business was an ancient form of activity which was once run by the people who owned it.—*Mr. Gilbert Szlumper at the Spring luncheon of the Retired Railway Officers' Society.*

During 1946, Londoners left 277,590 articles behind on L.P.T.B. buses, trams, and trains, 27 per cent. more than in 1945. Among these articles were 34,166 umbrellas, 50,985 pairs of gloves, and 8,066 bunches of keys. Of the 30,746 cases and bags lost, 70 per cent. were returned to their owners.

### 100 YEARS AGO

From THE RAILWAY TIMES, March 20, 1847

**THE NEW SOUTH-WESTERN STEAM NAVIGATION COMPANY'S** splendid and powerful Steam Ships will leave the Royal Pier, Southampton, for

GUERNSEY and JERSEY (with her Majesty's Mails) every Tuesday, Thursday, and Saturday Evenings, at Seven o'clock, returning on Tuesdays, Thursdays, and Sundays. Reduced Fares—Main Cabin, 21s.; Second Cabin, 14s.—Carriages, 3l.; Horses, 3l.; Dogs, 5s.

HAVRE-DE-GRACE—Calling at Portsmouth—every Wednesday and Saturday, returning every Monday and Thursday.

#### FROM SOUTHAMPTON.

Saturday, 20th March, 10 o'clock, Evening.

Wednesday, 24th March, half-past 2 o'clock, Afternoon.

Saturday, 27th March, half-past 4 o'clock, Afternoon.

Fares—Main Cabin, 21s.; Second ditto, 14s.; Carriages 3l.; Horses, 3l.; Dogs, 5s.

For full particulars apply at Chaplin's Universal Office, Regent-circus; Mr. Sylvester, 65, Lower Thames-street; Railway Offices, Nine Elms, London; Mr. J. H. Gillo, Havre; Mr. J. H. Bennett, Paris; Mr. Wickenden, Portsmouth; or Mr. W. M. Friaux, Southampton.

G. HORATIO MILLER, General Manager.  
Offices, 78, High-street, Southampton.

### PASSENGERS PRESENT ROSE TREES TO UNDERGROUND STATION

Fifty women passengers using West Kensington Station, London Transport, have subscribed £48 to buy rose trees for its adornment. The subscribers have expressed the wish to beautify their local station as a thank offering for the return of their menfolk from the war, and as a tribute to the good service West Kensington Station staff gave in the war. They have engaged a gardener to plant the trees and attend to the pruning.



"Yes, this is the Come-to-Britain Travel Association"

[From the "Daily Graphic"]



Your telephone is one of our main meeting places with the public. So let our telephone voice speak well for our company manners.

### Answer Promptly and Pleasantly

When the bell rings, assume the call is from a busy customer with a big piece of business who may go elsewhere if kept waiting. So get to the phone fast, with a smile in your voice!

### This is New York Central Speaking

Your Railroad is known by the voice that speaks for it. Every time you send your voice over the wire to a customer, you do something about your Company's public relations... either to build them up or tear them down.

### Why be a man of Mystery?

Answering the phone by saying, "Hello" or "Yes" gives your caller no clue to who or what you are. It saves both your time and his to announce yourself at once—"New York Central Baggage Room, John Doe speaking."

### Distance Doesn't make hearts grow fonder!

Each added inch from the mouthpiece equals 120 miles of extra wire over which your voice must travel to be understood! Speak directly into the mouthpiece, with your lips half an inch away.

### Ydoncha Tryferra Berthonna Twoten? Seezier.

Slurred words, dropped syllables, are doubly difficult to understand on the telephone. Time and again, they lead to misunderstandings that take hours to correct, and may have serious consequences. Speak clearly and slowly.

[From "Company Manners" issued by the New York Central System]

### SEED TIME AND HARVEST

The train stopped at every station and in between, and ultimately came to a full stop in the open country: a woman put her head out of the carriage and asked the guard if she could pick some flowers. "Can't you see there ain't any flowers about here, Mum?" said the guard.

"Yes," the woman answered, "but that doesn't matter—I've got a packet of seeds."

### WAYWARD LINES

The genius of the railway does not wholly reside in the thunder of the crack expresses, but those with a taste for the odd, the humble, and the out-dated will welcome the news that twenty-eight small railway systems, most of them working on narrow-gauge lines and serving rural areas, are to be omitted from the schedule for transport nationalisation. There is fine reading in *Bradshaw*, and the mere list of the exempt, the small, unconsidered outcasts from the national fold, has something of the cadence and magic of a poem. Easingwold, Yorkshire, with one steam locomotive and two carriages, working over 2½ miles, is clearly a place to visit; the journey between Ravenglass and Eskdale, Cumberland, seven miles, would clearly be entrancing, and who has ever played golf can forget that stretch of enchantment which appears in the list as "Rye & Camber Light, Sussex, three miles"?

For many the real fun of a railway journey only begins when the main line is exchanged for the local. Gone is the impersonal efficiency, and the fussy little museum piece which takes the place of the sleek monster jogs along at the head of a friendly carriage full of local

intimacies. Chesterton wrote with affection of the English road that rambles round the shire, and, although the railway came long after, its less considered branches keep to the tradition, and not even the most fervent advocate of nationalisation will regret that those absurd locomotives Emmet draws so understandingly will continue to puff their way up and down their rural beats without moving into an age with which they have little affinity.—From "The Times."

### THE LOCOMOTIVE IS A LADY

W. S. Scarboro, road foreman of locomotives for the Central Vermont Railway, believes he has solved the reason why locomotives are referred to as "she."

"There are many reasons," says Scarboro. "For instance, they wear jackets with yokes, pins, shields, and stays. They have aprons and laps, too. Not only do they have shoes, but they sport pumps and hose, and drag trains behind them."

"They also attract attention with puffs and mufflers, and sometimes they foam and refuse to work. At such times they need to be switched. They need guiding and they require a man to feed them. They all smoke and they are much steadier when they are hooked up."

An Australian girl bought a ticket at a tube station and absent-mindedly threw it away. When she arrived at her destination the ticket-collector held out his hand. "Ticket, please," he said. "I'm afraid I've lost it," said the girl.

"Then you'll have to pay—where d'you come from?"

"Australia."  
"Blimey!"



on this system consisted of 11 trains a day in each direction on weekdays.

The section of the Nauru railway serving the jetty at Aiwo was electrified in 1912, but has now been superseded partly by a rubber conveyor belt for shifting phosphate rock from the storage bins to the jetty head. Both railways were laid originally with 30-lb. per yd. flat-bottom rail on sleepers of 6-in.  $\times$  4-in. section, spaced at 30 in. between centres, but the needs of increasing traffic were met later by increasing the rail weight to 45 lb., and using 8-in.  $\times$  4-in. sleepers. For the widened gauge line in Nauru, flat-bottom B.S.S. rails, weighing 45 lb. per yard, were used, and the track was ballasted heavily.

## CANADA

### Montreal Railway Centenary

The 100th anniversary of the coming of the railway to Montreal will be celebrated next July, and the special ceremonies will be attended by the mayors of Montreal and Lachine. In making this announcement recently, Mr. Walter S. Thompson, Director of Public Relations of the Canadian National Railways, recalled that the first train on the island of Montreal made its run from Bonaventure Street Station over an eight-mile line to Lachine. This line, built by the Montreal & Lachine Railway Company, is now a part of the C.N.R. Newspapers of the day reported that the inside fittings of the eight cars were "precisely on the English plan. The first class carriages were furnished in a luxurious manner, with satin hangings, the softest cushions, and silk blinds. The second class were substantial, with leather seats and windows to protect the inmates against the inclemency

of the weather. The third class were open." After the trip, the guests adjourned to a "very handsome and substantial lunch."

## UNITED STATES

### Gas Turbine Locomotive for Santa Fe

A 3,000-h.p. gas turbine locomotive with the 4-8-4 wheel arrangement has been ordered by the Atchison, Topeka & Santa Fe from the Baldwin Locomotive Works. The locomotive will be built this year. Mr. Fred G. Gurley, President of the Santa Fe, has stated that the locomotive would burn oil, and although the consumption would be higher than that of a diesel locomotive, it was reasonable to expect that a cheaper quality of fuel could be used.

### Rio Grande Communication Equipment

After two years of extensive experiments, the Denver & Rio Grande Western Railroad is undertaking the installation of V.H.F. (very high frequency) radio communication equipment on 15 5,400-h.p. diesel-electric freight locomotives, and 15 brake vans, for services on the 576-mile route between Salt Lake City and Denver. Four trains thus equipped are in service already. The radio equipment, which uses frequency modulation in the 152-162 Mc/s band, is used for end-to-end communication on trains.

At the same time, the 15 brake vans are being provided with low-frequency inductive equipment for communication with wayside stations by superimposition of signals on the lineside telegraph and telephone wires. Similar equipment has been provided at 11 stations, and in addition there are three portable units for communication from fixed points with moving

trains. The inductive apparatus operates on a frequency of 170 kc/s. The two systems of communication are quite independent, so that there is no interference between messages passing on each. Considerable savings of time have been effected by the use of the apparatus, amounting sometimes to nearly an hour, when complicated shunting movements have had to be made at passing loops.

## ITALY

### Railway Reconstruction in 1946

Railway reconstruction in Italy proceeded comparatively briskly during 1946. In August, 1945, the sections of the Italian railway system still in serviceable condition totalled 7,433 route-miles, of which 6,193 route-miles were single-track and 1,240 route-miles double track. At the end of 1946, lines in serviceable condition totalled 8,073 route-miles, of which 1,739 route-miles were double-track. Numerous bridges, however, are still replaced by temporary structures, and signal installations require considerable extension. The rolling stock, much reduced in numbers, is generally in a bad state of repair, and far from sufficient to cope with the demands for accommodation. Despite these handicaps, the timetables show in general a great improvement compared with the position at the end of 1945. To quote one example, in October, 1945, the journey between Rome and Milan took 33 hr. over the devious route then necessary because of the devastation of several sections of the direct line south of Florence and elsewhere, and because of the slow speed which was enforced. At present, it takes little more than 11 hr. to cover the distance by the direct route, as compared with six hours pre-war.

## Publications Received

### L.M.S.R. Locomotive Reference Book.

Published by the British Locomotive Society, and obtainable from E. W. Day, 11, Downscote Drive, Westbury-on-Trym, Bristol. 8½ in.  $\times$  5½ in. 89 pp. Paper covers. Price 3s.—This book lists in numerical order all L.M.S.R. locomotives, with the shed to which allocated printed alongside. At the beginning, all the motive power depots and their codes are set out under the four Divisions. Ample space is provided for notes.

**Le Problème de la Signalisation Ferroviaire et sa Solution Rationnelle (The Railway Signalling Problem and its Rational Solution).** By Raymond Tuot. Paris: Dunod, 92, Rue Bonaparte (VI). 126 pp. 46 figures. 9½ in.  $\times$  6½ in. Price 280 fr.—For many years signal engineers have recognised that traffic operation by signals located at fixed points along the line does not provide, in theory, a completely flexible method of train control, answering to every variation in conditions that can arise, particularly when the traffic is of a mixed character. In spite, therefore, of the excellent results generally attained with modern signalling equipment, some engineers have sought to design what may be termed an infinitely variable block system, based on an integration of all the factors involved—such as speed and braking power—from one instant to another, when trains are following within signalling distance, or are approaching each other's paths at junctions. Several proposals have been advanced for achieving a theoretically perfect signalling system on this basis. In the present volume, M. Tuot, an elec-

trical engineer of distinction, develops his own proposals, which he has tested in model form, outlining the defects, as he sees them, of present methods, and expounding the mathematical basis of a rational solution of the problem. His arguments will be read with interest by signal engineers, but to what extent the particular solution he proposes will commend itself to them is an open question. However attractive such proposals may be from the purely scientific point of view, railway officers of necessity must consider others, which exercise a decisive influence on what they are free to do in practice. It is doubtful, to say the least, whether the cost of adopting and maintaining equipment of this type would be justified by any really appreciable advantages in everyday service.

**Who's Who in Railroading in North America.** 1946 (Eleventh) Edition. New York, U.S.A.: The Simmons-Boardman Publishing Corporation, 30, Church Street. 9 in.  $\times$  6 in.  $\times$  1½ in. 780 pp. Price \$8.50.—This useful book contains approximately 5,700 concise biographical sketches of leading persons in railway transport and associated fields in North America. The foreword states that plans to revise the book at three-year intervals have again been interfered with, this time by war conditions. The tenth edition was published in 1940, and the ninth in 1930. Before that, the publication had been known as the "Biographical Directory of Railway Officials of America"; but, beginning with the ninth edition, its scope was widened to include leaders in railway supply manufacturing, and in railway labour organisations; regulating authorities

(state and federal); transport economists; specialists in railway finance; those engaged in education concerned with railway problems; Interstate Commerce Commission practitioners; consultants; authors and editors; and so on. In the present (eleventh) edition special attention has been given to war service records, including, in particular, those of persons who were commanding officers in the Military Railway Service.

### Infra-Red Lamps for Paint Stoving.

The Metropolitan-Vickers Electrical Co. Ltd. has issued an illustrated folder dealing with the application of infra-red lamps to paint-shop stoving and drying problems. The use of infra-red equipment for these purposes provides an economic method of performing the work, combined with flexible control of the heat source. A high efficiency is ensured by the fact that up to approximately 85 per cent. of the wattage input to the lamp is radiated as heat.

**A New Guide to London.**—A recent addition to the literature of the Travel Association of Great Britain & Ireland is an illustrated guide to London which fits easily into the pocket. This attractive booklet, which every visitor to London should find useful, is being printed in French, Spanish, and Portuguese as well as in English. Mention is made of many places of interest, and the guide is profusely illustrated with pictures representative of all aspects of London life. The inside front and back covers of the booklet comprise pictorial maps of inner and outer London respectively, and also included is a map of the Underground system.



### *Linkage of work with the Chief Operating Manager and the Chief Mechanical Engineer*

THE accompanying map, which we are able to reproduce through the courtesy of the London Midland and Scottish Railway, shows the location of the mail depots and the garage depots of that railway, as organised under the Superintendent of Motive Power, Lt-Colonel H. Rudgard, O.B.E., and dealt with in his paper, "Organisation and Carrying-out of Examinations and Repairs of Locomotives at Running Sheds in Relationship to Locomotive Performance and Availability," read before the Institution of Locomotive Engineers on January 15, and summarised in our January 24 issue. It also shows the extent of the various locomotive divisions which, in effect, perpetuate to a great extent the former organisation of the locomotive departments of the several constituent companies. A further feature is that, against the name of all but the

smallest depots, is given the number of locomotives stationed there. In addition, where diesel traction is employed, the number is also included as a supplementary figure.

Even to the layman, unversed in locomotive matters, a glance at the map—in which for simplicity all geographical features are severely cut—can hardly fail to conjure up some idea of the magnitude of the task. The distances alone, in a system extending from Templecombe to Thurso, and from Holyhead to Shobury-ness, are impressive enough, but the map indicates a good deal more, by bringing out the fact that from the organisational viewpoint, there are actually several railway systems to be considered: the Western, Midland, Central, and Northern Divisions must, despite the grouping, retain something of their original characters because

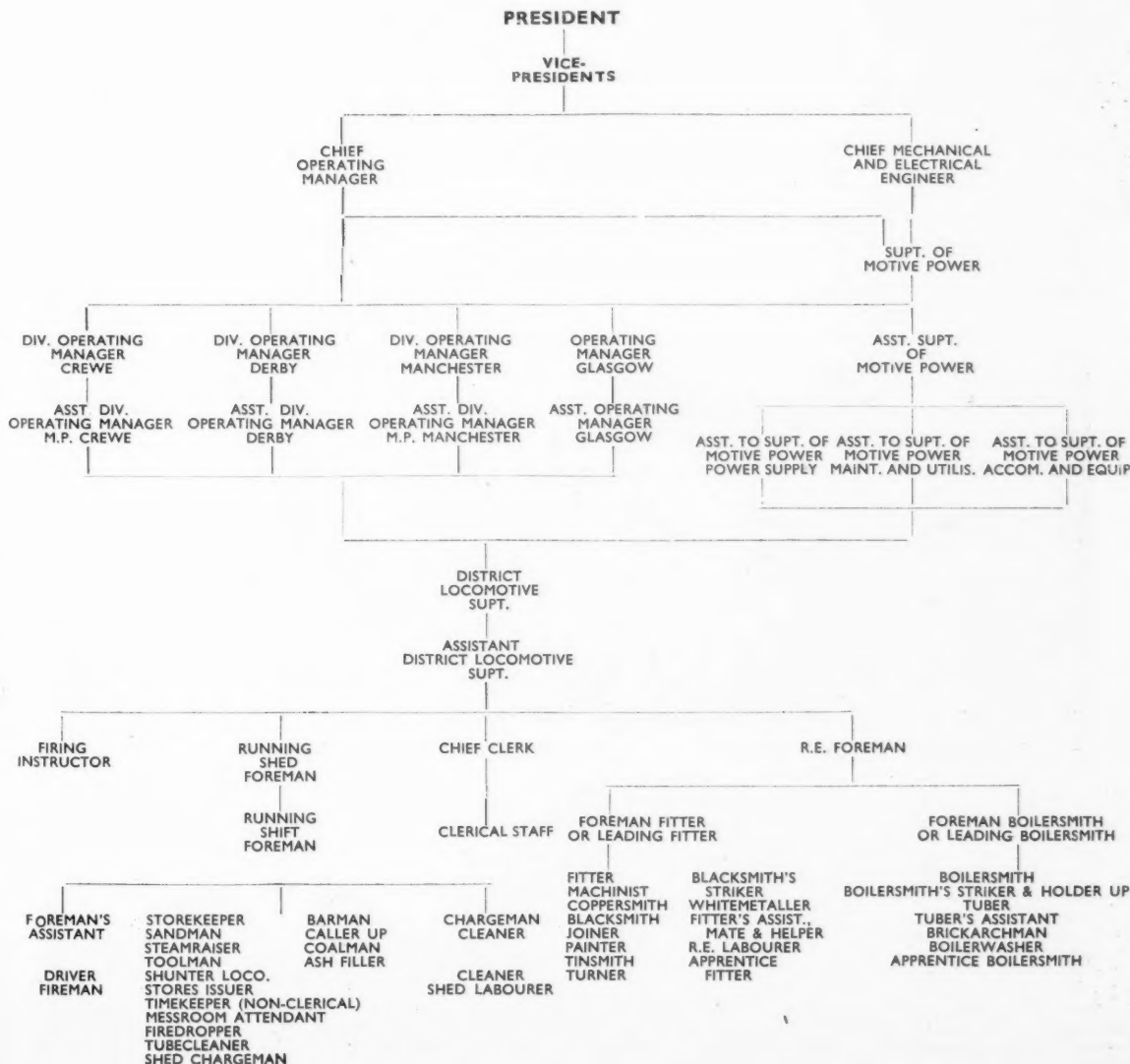
they are still called on to operate over their former lines, with much the same sort of workings as prevailed before 1923. Thus, Wellingborough does not assume responsibility for locomotive workings between Bedford and Cambridge, nor is it especially desirable that it should do so, although the map might suggest at first sight that it would be a logical arrangement.

The present organisation of the motive power department on the L.M.S.R. dates from 1935, when the decision was made to establish the motive power area locomotive supply repair concentration and garage scheme. For this purpose the system was divided into a number of areas, each of which was placed in charge of a district locomotive superintendent.

### Concentration and Garage Depots

The district locomotive superintendent, normally, has his headquarters at the most important shed in the area, the concentration dépôt, and he also takes charge of the several lesser sheds in his area, known as garage dépôts.

The garage dépôts are organised similarly, each being in the charge of a running shed foreman who is responsible to



the district locomotive superintendent. It is a feature of the scheme that running shed foremen must have received adequate mechanical engineering training.

In the concentration depôts, the servicing and maintenance work is supervised by a working engines foreman and a repairing engines foreman, whose respective duties are implicit in their titles.

The repairing engines foreman takes charge of the maintenance work carried out by the shop grades, in co-operation with the foreman boilermith who not only looks after the boiler work and examinations carried out at concentration depôts, but also visits the garage depôts to conduct boiler and firebox examinations there and to see that the boilermiths' work is being properly done. The working engines foreman co-operates with the repairing engines foreman in deciding the washing-out dates for the locomotives in each depôt.

A good deal of importance is attached to these dates, for under the "X" scheme examination carried out on the L.M.S.R., described in our issue of January 24, 1947, this is made the occasion to carry out a comprehensive overhaul within the limits of the time available—usually less than 24 hours. The working engines foreman should also arrange that, among the various classes of locomotives at a depôt, the same number of each class should be dealt with daily as far as possible, so as not to deprive the district on certain days of the services of any given type of locomotive.

It is interesting to see how the work of the several districts is co-ordinated. Primarily, it is the chief operating manager who assumes responsibility for seeing that the right numbers of engines, of the correct

classifications, are available at the time they are required, and that they are in good mechanical condition to work trains and are manned by well-trained and responsible crews. The maintenance of the engines in good mechanical condition depends to a certain extent on decisions made by the chief mechanical engineer, who fixes the periods or mileages at which various parts of the engine are examined and the intervals between boiler washings. Between them, the chief operating manager and the chief mechanical engineer delegate the more detailed working of the maintenance programme to the superintendent of motive power.

The superintendent of motive power fulfils his obligations to the chief operating manager by functioning through the divisional operating managers. His obligations to the chief mechanical engineer are fulfilled largely through close personal contact with the deputy chief mechanical engineer and with the chief technical assistant to whom the locomotive works superintendents are directly responsible.

Further, the superintendent of motive power has a personal assistant and, in addition, three assistants who are respectively in charge of (a) shopping of locomotives and general stores organisation and maintenance of diesel engines, (b) the mechanical side of the work and matters requiring contact with the chief mechanical engineer, as well as motive power operating matters, (c) all matters concerning the design and construction of new buildings and all alterations to existing buildings at motive power depôts.

In the parallel organisation of the office of the divisional operating manager, there is a principal motive power assistant, responsible for motive power matters, as well

as general maintenance, and utilisation assistants, each carrying out the duties suggested by their respective titles.

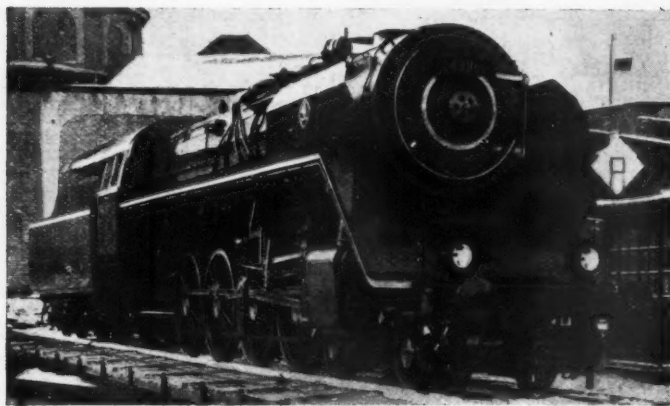
The final link in this organisational chain takes one back to the chief mechanical engineer and the chief stores superintendent. In regard to the former, each works superintendent—the officers directly in charge of each of the principal C.M.E. workshops—has a maintenance assistant who keeps closely in touch with his opposite number, the maintenance assistant in the divisional operating manager's office. The need for this close contact is apparent when it is realised that it is necessary to ensure the supply of material to running sheds to keep engines in traffic, regardless of whether the material is sent from the C.M.E. workshops after repairs or whether it is issued from stock held in the stores.

The chief stores superintendent has a storekeeper residing at each of the four chief works, and a close liaison is kept between the four motive power assistants in the office of the divisional operating manager and the representative of the divisional storekeeper.

The object of the system is to ensure that the whole task of maintaining, servicing, and working the engines is co-ordinated over fairly extensive areas, each under the direction of a district locomotive superintendent, and to facilitate the carrying out of repairs and replacements without undue waiting for material. By the method of concentrating the heavier repairs at certain chief sheds, shown by squares in the map, the problem of the number of parts to be kept in stock at the garage depôts has been much simplified, and has allowed many economies to be made.

## New Express Locomotives for Czechoslovakia

*First post-war design from the Skoda Works*



THE Skoda Works, Pilsen, having repaired completely the damage sustained during the war, have now resumed their full activities. Recently they supplied the Czechoslovak State Railways with the first of a new series of 4-8-2 express locomotives, designed for speeds up to 75 m.p.h. with trains of 590 tons. The locomotive is provided with a large boiler having a total evaporative surface of 2,765 sq. ft. and a grate area of 48 sq. ft. The boiler is higher pitched than is customary in Czechoslovak practice, thus improving the accessibility of the moving parts, and its evaporative surface is greater than has been

used hitherto in the country. Coupled wheels are 6 ft. dia., and the three cylinders, all of Skoda cast steel, are 19½ in. dia. by 27 in. stroke. Trofimov valve gear is fitted. All axles of the locomotive and tender run in roller bearings. The frames are of the bar type.

The tender, running on two bogies, has a capacity of 7,700 gal. of water and 9 tons of coal. The locomotive and tender in working order weigh 174 tons. Welding is used on the construction of the boiler and firebox, which is of steel instead of copper as formerly. Pneumatic control is provided for the firedoor and

reverse gear. The boiler is painted dark blue, the bogies dark red, and the cab has a silver finish. The leading dimensions of the new locomotive are tabulated below:—

Cylinders (3)—dia.	...	19½ in.
stroke	...	27 in.
Coupled wheels, dia.	...	6 ft.
Bogie wheels, dia.	...	2 ft. 10½ in.
Dia. of trailer wheels	...	3 ft. 9½ in.
Weight in working order	...	174 tons
Total length of engine and tender	...	82 ft. 7 in.
Water capacity	...	7,700 gal.
Coal capacity	...	9 tons

The new engine is being placed in service on the Prague-Bratislava main line. As more become available, they will be introduced on the Prague-Bohumin line.

BRITISH SEATING EQUIPMENT FOR SWEDISH MOTOR COACHES.—An order has been placed by the Swedish State Railways with the firm of Christie-Tyler Limited, 55, Pall Mall, London, S.W.1, for seating equipment for six European touring motor coaches, and two Swedish sightseeing motor coaches. The seats for the former are single units having a high back, an adjustable head rest, and two arm rests, and they are finished in hide. The seats are staggered slightly one behind the other to give the occupants more shoulder and elbow room. The seats for the two coaches touring Sweden are of similar design, fitted in staggered positions, but they are supplied without arm rests. On both models the seat frames are made of steel tubing, and the seat filling consists of springs and rubberised horsehair. An article describing and illustrating the Christie-Tyler seat appeared in our issue of December 27 last.

## New Passenger Coaches for the Pennsylvania Railroad

*Adjustable reclining seats, fluorescent lighting, and a new air-conditioning system*

THE illustrations on this page show interior views of a new type of passenger coach brought into service by the Pennsylvania Railroad for overnight runs on the New York-Chicago and New York-St. Louis lines. The coach was designed by engineers of the Pennsylvania Railroad.

Several new features are embodied in the design of this coach. In the first place, there is the consideration given to passenger comfort, seating accommodation being provided for only 44 passengers compared with the usual 56, which means far more leg room between each set of seats; and also spacious lounges have been provided at each end of the coach.

The chairs, too, are of a new design, and deeply upholstered in pleasing colours. They can be made to recline at several restful positions to suit the passenger, simply by lifting a latch fitted to the arm rest of the seat, as shown in the accompanying illustrations.

The windows, which are 6-ft. wide, are of the panorama type, fitted with heat-resisting and shatter-proof glass, and they are divided in the centre by a narrow metal strip which does not interfere with the vision, but permits the use of individual shades.

Another interesting feature is provided by the baggage racks. These actually serve three different purposes, for, as well as holding securely a substantial quantity of personal baggage, these solidly built racks contain the mountings for the fluo-

rescent reading lights directly over the seats, and, finally, house the air ducts which draw off air from the coach interior.

This last feature represents an important advance in air conditioning, for the reason that it enables air to be drawn off over the whole length of the coach. Filtered air flows into the coach constantly through a series of perforations in the ceiling and thus a draughtless and controlled temperature is available.

As regards the lighting fixtures, these include, in addition to the fluorescent reading lights from the baggage racks already referred to, fluorescent lighting reflected from the ceiling to provide the necessary general lighting for the coach.

Smooth, unbroken lines are a feature of the interior of the coach, and liberal use has been made of decorative mirrors, stainless steel, aluminium and plastic fittings, and pastel colours. The seats

are upholstered in blue, red, green, and grey, with the colour of the seats determining the general colour scheme of the coach.



*Luggage racks containing lighting mountings and ventilation air ducts*



*Interior of the new Pennsylvania Railroad coach in which reclining seats can be adjusted to suit requirements of the passenger simply by lifting the latch shown on the seat arm rest*



## The Rimutaka Incline, New Zealand



*Five locomotives hauling a special train for the Duke of Gloucester in 1934 on the 1 in 15 gradient of the Rimutaka Incline. Two Pacific locomotives that worked the train over the Wairarapa Plains are seen at the foot of the bank. This incline, operated on the Fell system, is now being by-passed by a tunnel and deviation*

## Landslide near Merstham Tunnel, Southern Railway



*Scene near the end of Merstham Tunnel, Southern Railway, on March 13, after one line (on left) had been blocked by a landslide in the cutting*

## RAILWAY NEWS SECTION

## PERSONAL

Mr. F. E. Musgrave, Chief Engineer, Bengal Assam Railway, is to succeed Mr. V. P. Bhandarkar as General Manager when the latter proceeds on leave in April preparatory to retirement.

Mr. G. T. Simpson, Deputy General Manager, Jodhpur Railway, has taken over as General Manager from Mr. C. Gregory Jones, on leave preparatory to retirement.

Lord Bruce of Melbourne has been appointed Chairman of the Finance Corporation for Industry, in succession to Lord Hyndley, whose appointment as full-time Chairman of the National Coal Board has made it impossible for him to continue as Chairman of the F.C.I.

Sir Charles Hambro (a Director, and formerly Chairman, of the Great Western Railway Company) and Sir Patrick Ashley Cooper (a member of the London Passenger Transport Board) have been re-appointed to the Court of the Bank of England for four years.

Among those recently appointed Sheriffs are Mr. W. K. Whigham (Deputy-Chairman, London & North Eastern Railway Company) (Kent) and Mr. W. M. Codrington (Director, Great Western Railway Company) (Rutland).

Alderman Sir Leslie Boyce (Chairman & Managing Director, Gloucester Railway Carriage & Wagon Co. Ltd.) will be the candidate from the Court of Aldermen for the election of Sheriffs for the City of London at Midsummer.

Mr. R. A. Smyrk has been appointed Assistant Traffic Manager (British Isles), Thos. Cook & Son Ltd. He is succeeded as Controller of the London Area by Mr. D. A. Strickland, formerly Controller of the Southern Area.

Mr. R. J. Hodges (General Manager of the Mersey Docks & Harbour Board) has been elected a Member of Council of the Institute of Transport to fill the vacancy caused by the appointment of Sir Douglas Ritchie as a Vice-President.

Mr. Harold Humphries has been appointed to the board of Hadfields Limited.

## COLONIAL RAILWAY APPOINTMENTS

Mr. W. A. Shaw, Deputy Chief Engineer, Way & Works, to be Chief Engineer, Way & Works, Ceylon Government Railway, in succession to Mr. J. L. Sanders, who has retired.

Mr. E. C. Wijesekera, Assistant Chief Engineer, to be Deputy Chief Engineer, Way & Works, Ceylon Government Railway.

Mr. E. Black, Senior District Engineer, to be Assistant Chief Engineer, Ceylon Government Railway.

Mr. W. L. Mussett, Assistant Accountant, to be Assistant Chief Accountant, Federated Malay States Railways.

Flight-Lieutenant R. B. Edbrooke to be Assistant Engineer, Kenya & Uganda Railways & Harbours.

Mr. E. W. O'Neal to be Assistant Storekeeper, Nigerian Railway.

Mr. D. G. C. Phillips to be Catering Superintendent, Tanganyika Government Railways.

Mr. A. G. Hall, M.B.E., B.Sc., who was appointed to officiate as General Manager of the North Western Railway, India, in February, 1946, and who, as recorded in our issue of November 29 last, has been confirmed permanently in that position, was educated at Christ's Hospital, and at the City & Guilds (Engineering) College, obtaining its diploma and the degree of Bachelor of Science in Civil Engineering, with honours, in 1914. After five years' war service, during which he attained the rank of Captain, he was appointed an Assistant Engineer on the N.W.R., India, in 1920, and shortly afterwards was posted to the Khy-

Assistant Publicity Manager in 1930. He was appointed Assistant Publicity Officer to the L.P.T.B. in 1935, and Acting Publicity Officer in June, 1941.

We regret to record the death on March 12, at the age of 75, of Sir John Pretymann Newman, a Director of Stream-Line Filters Limited.

Mr. R. C. Johnston, Assistant General Manager, Central Region, Canadian National Railways, has been appointed Director of Labour Relations for the system.



Mr A G Hall

Appointed General Manager, N.W.R., India

ber Railway Construction; he saw that work through to completion, and in recognition was awarded the M.B.E. in 1926. Mr. Hall's service has been confined to the N.W.R., except for two periods, one when he was in charge of one of the divisions of the Bombay-Sind Survey, and the other, of three years, when he worked as Government Inspector of Railways, Burma. More recently he has served as Divisional Superintendent, Ferozepur and Karachi Divisions, N.W.R., respectively.

Mr. K. Russell has been appointed Assistant to the Commercial Advertising Officer, L.P.T.B.

Mr. A. P. Good and Mr. C. L. Hill have resigned from the board of Lagonda Limited. Major-General G. P. Dawnay and Mr. J. R. Greenwood have been appointed Directors, and Mr. Greenwood succeeds Mr. Good as Chairman.

Mr. Hugh Taylor Carr, Acting Publicity Officer, L.P.T.B., who, as recorded in our February 7 issue, has retired, was educated at City of London School, and joined the Baker Street & Waterloo Railway in 1906 as a draughtsman, but three years later transferred to the Publicity Department. He was appointed Traffic Advertising Agent in 1921, was re-designated Superintendent of Advertisements in 1923, and became

## CANADIAN PACIFIC RAILWAY

Mr. B. W. Roberts, General Purchasing Agent, has been appointed Vice-President, Purchases & Stores.

Mr. John Eaton, Assistant General Purchasing Agent, has been appointed General Purchasing Agent.

Mr. A. C. MacDonald, Superintendent, Farnham Division, has been appointed Assistant to the President.

Mr. R. E. Swain, General Agent for Ireland, Belfast, has retired. He is succeeded by Mr. D. O. Beaton, Passenger Agent, Liverpool, who is succeeded in that capacity by Mr. C. C. F. Young.

Mr. L. J. Boucher, M.I.R.S.E., Assistant Signal Engineer, Southern Railway, who, as recorded in our March 7 issue, has been appointed Signal Engineer, to succeed the late Lt.-Colonel G. L. Hall, joined the L.B.S.C.R. Signal Department at New Cross in 1913. On the amalgamation in 1923, he was transferred to Wimbledon, where he was closely connected with the many and extensive colour-light signalling installations of the Southern Railway. In 1929 he became Assistant for New Works, and at the beginning of 1939 was appointed First Assistant (Power Signalling & General). He was made Chief Assistant to Colonel G. L. Hall, then Assistant Engineer (Signals & Telegraphs), in 1940, and



**Mr. L. J. Boucher**

Appointed Signal Engineer,  
Southern Railway

when, in 1944, Colonel Hall was re-designated Signal Engineer, he was re-designated Assistant Signal Engineer.

Mr. A. McCleery, M.Inst.T., Operating Superintendent, Northern Counties Committee, L.M.S.R., who, as recorded in our February 7 issue, has been appointed Traffic Superintendent, with charge of the operating and commercial activities of the committee, served with the Army Service Corps from 1914-19, and in the latter year joined the N.C.C. Among the various positions he occupied, he was responsible for engine and enginemen's workings, and for the working of buses and drivers. In 1932 he was appointed Chief Clerk, Locomotive Department, with responsibility for locomotive accounting, and in 1937 was made Stores Superintendent. In 1941 Mr. McCleery was appointed Operating Superintendent, and from November 1, 1946, the running functions of the Locomotive

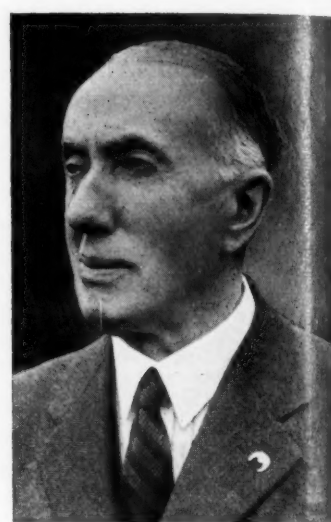


**Mr. A. McCleery**

Appointed Traffic Superintendent,  
N.C.C., L.M.S.R.

Power Section were added to the responsibilities of the Operating Superintendent.

Mr. D. J. Harris, M.I.N.A., M.I.Mar.E., who, as recorded in our March 14 issue, has retired from the position of Superintendent Marine Engineer, L.M.S.R., received his technical education at Hull Municipal Technical School, and Heriot Watt College, Edinburgh, and served an apprenticeship with Ramage & Ferguson Limited, Leith, and J. Gordon Alison & Co. Ltd., Birkenhead. After service afloat in vessels of the Blue Funnel Line, he obtained an extra chief engineer's certificate. He later spent a short period in the drawing office of the Fairfield Shipbuilding & Engineering Co. Ltd., and then was appointed an Engineer & Ship Surveyor to the Board of Trade in 1909. In 1918 he joined the L.N.W.R. at Holyhead as Superintendent Marine Engineer. He was transferred to Heysham as Marine Engineer &

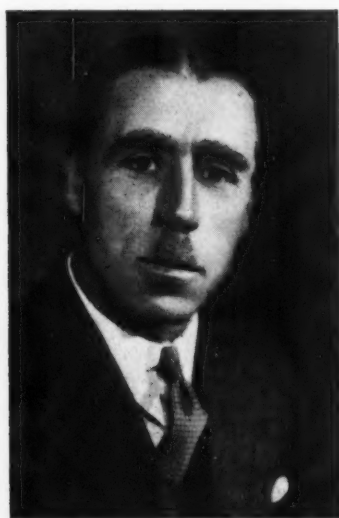


**Mr. D. J. Harris**

Superintendent Marine Engineer, L.M.S.R.,  
1935-47

Superintendent, with charge of the Marine Department there and at Fleetwood, in 1932, and to headquarters at Euston as Superintendent Marine Engineer of the L.M.S.R. in 1935. Mr. Harris is a son of the late Mr. William Harris, Principal Officer, Board of Trade, for Glasgow and the West of Scotland from 1904 to 1914.

Mr. R. de V. Irwin, C.I.E., A.M.I.C.E., Chief Mechanical Engineer, Bengal Assam Railway, who recently proceeded on leave preparatory to retirement, spent a year at London University, and then received technical training on the London & South Western Railway, passing through the locomotive shops at Eastleigh and the running shed at Nine Elms. In 1915 Mr. Irwin joined the Eastern Bengal (State) Railway (now part of the Bengal Assam Railway) as an Assistant Locomotive Superintendent, and rose gradually to become in May, 1944, Chief Mechanical Engineer, the post he



**Mr. R. de V. Irwin**

Chief Mechanical Engineer, Bengal Assam Railway,  
on leave preparatory to retirement



**The late Mr. Henry Greenly**

Railway model engineer and author



**Mr. F. E. Oliver**

Appointed Secretary to the local committee  
of the Central Argentine Railway

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relinquished in December, 1946, when he proceeded on leave preparatory to retirement. From August, 1940, to May, 1944, he was Deputy Chief Mechanical Engineer in charge of the locomotive and the carriage and wagon shops at Kanchrapara, when the capacity of those shops was devoted, the former to the manufacture of munitions, and the latter to aircraft repairs, the largest civilian organisation of its kind to be set up in India. Mr. Irwin was made a C.I.E. in the New Year Honours this year.

Mr. Henry Greenly, the well-known model engineer, whose death, at the age of 70, we recorded briefly last week, commenced his career in the Engineer's Department, Metropolitan Railway. He became greatly interested in railway models, and in 1901 was appointed Assistant Editor of the *Model Engineer*. He severed his direct connection with that publication in 1906 to become a consulting engineer, specialising in model subjects, and worked in close collaboration with Mr. W. J. Bassett-Lowke in the preparation of locomotive designs for miniature railways. In 1908 Mr. Greenly inaugurated a monthly magazine, *Models, Railways & Locomotives*, of which he was Editor until it ceased publication in 1916. From 1919 to 1922 he was associated as consultant and designer with several companies engaged in the production of model locomotives and railways. In 1922 he became Engineer to the Ravensglass & Eskdale Railway, which, under his guidance, was converted to 15-in. gauge; he also produced a locomotive to handle heavy traffic over that line's steep gradients. He was Engineer to the Romney, Hythe & Dymchurch Railway from 1926 until its completion in 1930, and was responsible for the civil engineering and the design of locomotives and rolling stock. He then reverted to consulting work and continued to contribute to model-engineering journals. Mr. Greenly was the author of "Model Steam Locomotives" and "Model Railways."

Mr. Frank E. Oliver, who has been appointed Secretary to the local committee of the Central Argentine Railway Limited, was born in Buenos Aires on May 8, 1911. Mr. Oliver joined the company in 1929, as a special learner in the Traffic Department, and was employed at various stations in the Buenos Aires section, where he gained experience in the handling of passenger and goods traffic and eventually acted as relief Stationmaster. In 1931 he was transferred to the Traffic Manager's Contract and Tariff Offices, and later to the Works Section. Early in 1934 Mr. Oliver was transferred to the offices of the local committee, and was assigned duties which entailed a special study of all matters connected with exchange control and remittances abroad. In 1943 he was appointed Chief of the Secretarial Section of the local committee, as well as Secretary of the Railway Exchange Pool, a sub-committee of British-Argentine railways entrusted with all the arrangements connected with the remittance of funds to London in respect of the financial service obligations of the British companies.

Mr. R. H. Murphy, Commercial Superintendent, Northern Counties Committee, L.M.S.R., and Steamship Superintendent, Belfast, who, as recorded in our February 7 issue, has retired from the service, joined the Lancashire & Yorkshire and London & North Western Railways joint Belfast and Fleetwood steamer service at Belfast as

an apprentice clerk in 1899. After occupying the positions of Chief Claims Clerk, Chief Staff Clerk and Chief Rates Clerk at Belfast, he was appointed Assistant Superintendent at Belfast on the amalgamation of the Belfast and Fleetwood and Belfast and Heysham steamship services in 1926. He was made L.M.S.R. Steamship Superintendent at Belfast in 1932, and in 1934 was given the additional appointment of Commercial Superintendent, N.C.C., L.M.S.R., Belfast. Mr. Murphy is a member of the executive committee of the Ulster Tourist Development Association Limited, and has acted as Chairman of the Belfast & North of Ireland Ship Owners' Association for the past year.

Mr. Keith Fraser has been appointed a Director of Babcock & Wilcox Limited.

Mr. W. S. Steel has been appointed Manager, Home Sales, British Thomson-Houston Co. Ltd.

Mr. R. W. P. Holt has been appointed to the board of the Widnes Foundry & Engineering Co. Ltd.

We regret to record the death on February 11, in his 58th year, of Mr. W. E. Norton, Assistant Passenger Traffic Manager, Canadian National Railways.

We regret to record the death on March 7 of Mr. Henry Mark Pease, at one time Managing Director of Standard Telephones & Cables Limited.

Lord Geddes has resigned from the chairmanship, and from the board, of the Rio Tinto Co. Ltd. The Earl of Bessborough has been elected Chairman.

We regret to record the death of Mr. W. N. Thompson, who retired in 1932 from the position of Dock Manager, Cardiff & Penarth Docks, Great Western Railway.

Dr. F. W. Haywood has been appointed to the board of Wild-Barfield Electric Furnaces Limited as Technical Director.

The late Viscount Younger of Leckie, who was a member of the Scottish committee of the London Midland & Scottish Railway Company, left personal estate £270,233.

We regret to record the death, as the result of a motor accident on February 22, at the age of 40, of Dr. A. H. Jay, of the Research & Development Department, United Steel Cos. Ltd.

Mr. R. W. Ryan has been appointed General Manager of Operations, Canadian Pacific Air Lines, with headquarters at Winnipeg, and Mr. C. H. Dickens has been appointed Director of Research, with headquarters at Montreal.

Mr. V. W. Bone has been appointed Deputy-Chairman, in addition to his duties as Managing Director, and Mr. E. W. Spalding and Mr. V. R. Prehn have been appointed Directors, of Ruston & Hornsby Limited. Mr. Spalding remains also Commercial Manager.

Mr. Rex Bate, until recently Manager of the Transformer Department, Brush Electrical Engineering Co. Ltd., has been appointed General Sales Manager, responsible for sales of all Brush products under the direction of Mr. I. A. Marriott, Commercial Director of Associated British Oil Engines Limited, who, as recorded in our

January 31 issue, has in addition joined the board of the Brush company as a Local Director responsible for sales.

#### L.N.E.R. APPOINTMENT

Mr. J. F. Harrison, Mechanical Engineer, Scotland, to be Acting Assistant Chief Mechanical Engineer.

We regret to record the death on March 12, in her 89th year, of Mrs. Lucy Harriet Missenden, mother of Sir Eustace Missenden, General Manager of the Southern Railway.

The L.M.S.R. announces that the Herbert Jackson Prize for 1946 has been awarded to Mr. J. O. Cowburn, formerly Engineering Research Assistant, Derby, for his paper entitled "The Development of a Successful Leakage-Testing Instrument for Use on Vehicles Fitted with the Automatic Vacuum Brake."

#### L.M.S.R. STAFF CHANGES

Mr. A. R. Adams, Goods Agent, Darwen, to be Assistant District Goods & Passenger Manager, Northampton.

Mr. S. Lea, Controller, Salford, to be Assistant to District Operating Manager, Birmingham (Midland).

Mr. J. P. McEvoy, Assistant District Controller, Wellingborough, to be District Controller, Burton-on-Trent, in place of Mr. J. H. Muggleton, retired.

Mr. E. H. Sanders, Assistant District Controller, Salford, to be Yardmaster, Washwood Heath & Lawley Street.

Mr. D. H. Tourt, Assistant District Controller, Burton-on-Trent, to be Yardmaster, Burton-on-Trent.

Mr. J. F. Greaves, Chief Shipping Railway Service Representative, District Goods Manager's Office, Broad Street, to be Chief Railway Service Representative, District Goods Manager's Office, Broad Street, in place of Mr. J. F. O'Keefe, retiring.

Mr. T. Davies, Chief Claims Clerk, District Goods Manager's Office, Manchester, to be Chief Railway Service Representative, District Goods Manager's Office, Manchester, in place of Mr. F. T. Pinn, retired.

Mr. N. T. Ridley, Draughtsman, Chief Civil Engineer's Department, Watford H.Q., to be Resident Engineer, Chief Civil Engineer's Department, Derby, in place of Mr. S. G. Thompson, retired.

Mr. C. C. Parker, Chief Claims Clerk, District Goods Manager's Office, Birmingham, to be Goods Agent, Central & Monument Lane, Birmingham, in place of Mr. T. E. Meakins, retired.

Mr. M. Hurst, Stationmaster & Goods Agent, Knottingley, to be Stationmaster & Goods Agent, Pontefract (Monkhill), also in charge of Pontefract Baghill (Goods), L.N.E.R., in place of Mr. J. Perry, retired.

Mr. J. M. Irving, Clerk-in-Charge, Timing Section, Operating Manager's Office, Glasgow, to be Assistant District Controller, St. Rollox, in place of Mr. R. Rogerson, transferred.

Mr. E. Thompson, District Foreman, Carriage & Wagon Department, Bellahouston, to be District Foreman, Carriage & Wagon Department, Brent, in place of Mr. W. T. Houghton, retired.

Mr. N. B. Stewart, District Foreman, Carriage & Wagon Department, Slaford, succeeding Mr. E. Thompson as District Foreman, Carriage & Wagon Department, Bellahouston.

Mr. T. P. Williams, Permanent Way Inspector, Rock Ferry, to be Chief Permanent Way Inspector, Blackburn, in place of Mr. J. Poston, retired.

## Mersey Railway Company

*Nationalisation criticised—Creditable war record—Increase in fares*

The annual general meeting of the Mersey Railway Company was held at Winchester House, London, E.C., on March 13. Mr. John Waddell, Chairman of the company, presiding.

The Secretary, Mr. J. E. Blacklin, read the notice convening the meeting.

A statement by the Chairman circulated with the report and accounts said that the modified form of accounts adopted since the commencement of the war had been extended by the Minister of Transport in respect of the year 1946 insofar as the information was available.

Since their last meeting the Government had formulated proposals for the nationalisation of the railways, and these were set out in the Transport Bill, which was formally introduced in the House of Commons on Wednesday, November 27, 1946, and was now in the committee stage in the House of Commons.

Under the Bill as presented, the railways scheduled to the Bill, of which their company was one, would be taken over as from January 1, 1948. Some time would, of course, necessarily elapse before the complete transfer of the assets of their company to the National Transport Commission. Under the terms of the Bill, the Government was treating for the purpose of the final settlement the two years' period from January 1, 1946, to December 31, 1947, as one. Their directors, therefore, had considered it expedient in view of this to recommend payment of a dividend at the rate of 2½ per cent. on the consolidated ordinary stock.

### STOCK VALUES UNDER TRANSPORT BILL

The proposed terms of compensating the stockholders would mean a reduction of capital from £3,659,331 to £2,718,935, and if the British Transport Stock yielded interest at the rate of 2½ per cent. per annum, there would be a reduction in income from £109,157 per annum to £67,974, an annual loss to the stockholders of £41,183. The following table showed the effect on each class of stock:—

Stock	British Transport Stock to be issued in exchange for £100 (nominal) railway stock	Income on £100 (nominal) railway stock for the year 1946	Assumed income from British Transport Stock to be issued in exchange	Reduction of annual income per £100 (nominal) of railway stock	
				Amount	Per cent.
4% new first perpetual debenture stock ...	£ s. d. 116 15 0	£ s. d. 4 0 0	£ s. d. 2 18 5	£ s. d. 1 1 7	27
4% perpetual debenture stock (1866) ...	116 12 6	4 0 0	2 18 4	1 1 8	27
3% perpetual debenture stock (1871) ...	97 0 0	3 0 0	2 8 6	11 6	19
3% perpetual debenture stock (1882/3/5) ...	97 0 0	3 0 0	2 8 6	11 6	19
3% perpetual B debenture stock ...	97 0 0	3 0 0	2 8 6	11 6	19
3% perpetual preference stock ...	76 0 0	3 0 0	1 18 0	1 2 0	37
Consolidated ordinary stock ...	36 7 6	2 7 6	1 18 2	1 9 4	62

Their board considered that the merger of their undertaking in a scheme of nationalisation, which would bring the railway generally under a regional control, would not be in the best interests of the general public of the area which the railway served. Their general policy always had been to carry traffic at the lowest possible fares consistent with maintaining the efficiency of the railway, and centralisation would bring with it general control of policy without any regard for local conditions, which would, in their opinion, not be to the advantage either of the public or the undertaking.

It was the considered opinion of the

board that the control of the railway should remain in the hands of those who were fully aware of the local conditions and the needs of the areas served by the railway, and it was felt that this object could best be achieved by their present organisation. This view was shared by the majority of stockholders. In June last year they issued a circular asking for stockholders' views, and a summary of the replies received indicated that 97.56 per cent. were against nationalisation. If Government ownership was inevitable, the terms of compensation should be reviewed.

### EXPENDITURE ON IMPROVEMENTS

A large amount of capital had been invested in the company to an amount of £3,659,331, and for many years up to 1903, in which year the railway was converted from steam to electricity, the revenue of the company was insufficient to meet even the debenture interest, but under the Mersey Railway Act of 1900, the stockholders made sacrifices, additional capital was raised, and the system changed to electric traction. The change-over proved successful and from that time the revenue of the company steadily increased, until not only was it possible to meet the debenture interest in full, but in 1922 the preference dividend was met. A further step towards progress was made in 1927, when a dividend was declared on the ordinary stock, and progressively increasing dividends had continued to be paid on the ordinary stock since that date.

In 1936 and 1937 preparations were made jointly with L.M.S.R., who were changing over the Wirral Section of their railway from steam to electric traction, for a through service of electric trains between Hoylake and West Kirby and Liverpool Central (Low Level), and also between New Brighton and Liverpool. The Mersey Railway Company, alive to the possibilities and benefits which would accrue from such a service, spent a sum of £54,438 in adapting the Mersey Railway to enable the through service to be run. The

enterprise shown by the institution of the through electric services. During the war years the through electric services were of immense benefit in moving large quantities of troops to and from dispersal centres and also in rapid transport of workers to and from factories.

The enterprise shown by the company never had reaped its full reward; the additional revenue due to the development of the areas had gone into the Government coffers, and no increase was reflected in the market value of the Mersey stocks. The Government was taking advantage of these facts in proposing to acquire the Mersey holdings at a price which had been fixed more or less in relation to the fixed rental payment, and without any reference to the potential earning capacity of the railway. Serious injustice would be done to the Mersey stockholders if the proposals as they stood were carried through. In conjunction with the other railway companies, efforts were being made to obtain more equitable terms for stockholders.

As from July 1, 1946, the Minister of Transport directed that certain fare increases should be applied, and, in consequence, passenger fares were increased locally by 16½ per cent., and through fares were raised 16½ per cent. to 33½ per cent. above pre-war. Season tickets and workmen's fares were increased from 10 per cent. above pre-war to 25 per cent.. The company had no option but to apply the increases, although the policy was not one which appealed very much to the board, who considered that its pre-war policy of charging reasonable fares competitive with other forms of local transport attracted traffic and in many cases created new traffic.

### INCREASE IN LOCAL TRAFFIC

The effect on revenue of these changes was in the present circumstances very difficult to assess. The change-over from war to peace had in itself produced considerable changes in the type and volume of traffic. Government traffic had slumped, as was expected, but the short-distance local traffic had shown a satisfactory increase. On the whole, however, the traffic during the year had been satisfactory, although it was not possible to quote actual figures due to the suspension of Railway Clearing House returns regarding through traffic from other companies' lines.

Materials continued to be difficult to obtain, and deliveries were, in fact, worse than during the war, but, in spite of this, although it had not been possible to do all that was desired, a reasonable standard of maintenance of rolling stock, plant and premises had been attained.

The Chairman's statement concluded by thanking the officers and the whole of the staff for their good services during the past year.

The report and accounts were adopted.

**TRAVEL ASSOCIATION POSTER CAMPAIGN.**—As a part of its ambitious programme to attract tourists to this country, the British Travel Association is arranging for the immediate distribution overseas of 500,000 posters; this compares with only 125,000 issued in pre-war days. These new posters, which are in sepia, blue, and green, depict famous beauty spots of historical interest, and about 70 per cent. of them will be sent to the United States. We are informed that the Association is planning a series of sporting posters for distribution overseas next year, and a series of sporting folders, covering golfing, yachting, motoring, fishing, and walking, is also to be issued in 1948.

## Great Northern Railway Company (Ireland)

### *Rising costs—Expenditure on improvements—Merger scheme*

The annual general meeting of the Great Northern Railway Company (Ireland) was held in Dublin on February 25, Lord Glenavy, Chairman of the company, presiding.

The Secretary, Mr. F. C. Wallace, read the notice convening the meeting.

The Chairman, in moving the adoption of the report and accounts, said: Ladies and Gentlemen, copies of the accounts have been in your possession for some time now, and, with your permission, I shall take them as read. Assuming that proprietors will be most concerned today to discuss the proposed merger in Northern Ireland, on which the board circulated an advance memorandum, I will deal briefly with the main aspects of the company's experience in 1946. Should there be other matters on which information is desired I will endeavour to deal with them in reply.

You will have observed that of the balance of £276,793 available after the payment of interest, rentals and other fixed charges, £108,750 consists of a refund of E.P.T., and an over-provision of income tax consequent on the reduction of the rate of tax in the Budget for 1946. Such items cannot be expected to recur, and the lack of them in 1947 necessarily makes the prospects for this year less favourable. Holders of the prior stocks have been receiving their dividends in full, but the weight of the liability in respect of taxation falls on the sum available for dividends to the ordinary stock. The board therefore considered that when refunds of tax had increased the sum available, holders of ordinary stock were, in equity, entitled to the benefit of them.

Gross railway receipts declined by £103,000. That was to be expected, since the comparison is with a year in part of which traffic was still at the abnormally high level of emergency conditions. The serious matter was that a decline in receipts should be accompanied by an increase of £150,000 in railway expenditure. The cost of coal kept rising, and its quality had much deteriorated, so that expenditure on it is now more than three times what it was before the war. In recent weeks, as you know, the coal supply position has been precarious. Our oil-burning locomotive equipment, first adopted some ten years ago, has helped to take the strain, but at its present price firing with oil is more costly than with coal. Salary and wage increases consequent on numerous orders and awards involved on the railway alone an additional £94,000 in the year. Prices for general supplies, of which we require a very large range, rose by percentages that in some instances were as much as the percentages for the whole of the previous six years.

#### SALARIES AND WAGES

General prices show no sign of falling, while new salary and wage applications either have been made or are pending that would involve the addition of some £200,000 to our annual bill under this head.

No increase in receipts is to be expected which could possibly balance a fresh liability of that size. The company's charges in Northern Ireland were raised towards the end of the year to the extent of some 12½ per cent. on passenger and 10 per cent. on goods traffic, and cross-border fares by 7½ per cent. In Eire,

charges are at present under review. But expenses are rising in so much larger a proportion that an attempt to balance them by further increases in charges scarcely would be practicable. The situation thus presents economic problems of which a solution would in any case be difficult; it is doubly difficult while the whole future of the Great Northern hangs in suspense, so that no effective plans for it can be made with the long range necessary in railway planning.

#### IMPROVED PHYSICAL ASSETS

At our last meeting I gave you a brief description of the duties which the Irish railways had performed during the war years and stressed in particular the proof they had then given of the great expansibility at small additional cost in the carrying capacity of a railway system. There are those who have decried the physical condition of railways after the ravages of that time. I should like, therefore, to give you on this occasion a few particulars of what this company has done in the years from 1939, not only to preserve, but to improve the condition of its permanent way, rolling stock and other physical assets.

Those were years, as you all know, of stringency in the supply of most kinds of plant and material. Nevertheless, the company relaid 71 miles of track; put down nine new sidings, including several to serve newly-erected factories; built 1,245 units of rolling stock for both rail and road; greatly improved much of the office accommodation, and the amenities both for the staff and the public; and extensively remodelled its principal stations in Dublin and Belfast.

The expenditure on these works alone amounted to £850,000.

In addition, we spent the sum of £4,500,000 on maintenance and repairs, provided £100,000 for arrears of maintenance, and added £1,240,000 to the depreciation funds. All the work was done for which materials could be got, and, where they were not procurable, financial provision for doing it in the future was made amply.

Despite the uncertainty in which the fate of this undertaking rests, large orders have been placed for many kinds of equipment, including equipment designed in co-operation with traders for handling special traffics, which, when it is brought into use, will well merit examination by those concerned with the costs of conveyance, as well as by those interested in its development on the technical side.

I would suggest that no informed observer could in fairness criticise or undervalue this company's state of preparedness for the future. Concern should rather be with securing for it conditions under which efficiency and enterprise can obtain a fair reward; or, if others are to become responsible for operating its services, then an equitable recompense for the substantial material and financial resources which will be put at their disposal. It has to be emphasised, with regret, that in existing circumstances, including those described in the board's memorandum on the merger scheme, delay in putting that scheme into effect must operate continuously to the prejudice the company's stockholders, as well as to the public as users of the company's services.

I now beg to move that the report of the directors and statement of accounts for the year ended December 31, 1946, be received and adopted.

The report and accounts were adopted.

## L.M.S.R. Special General Meeting

A special general meeting of the London Midland & Scottish Railway Company was held at Euston Station, London, on Tuesday, March 18. Sir Robert A. Burrows, Chairman of the company, presiding.

Mr. G. R. Smith, the secretary, read the notice convening the meeting.

The Chairman said: My Lords, ladies, and gentlemen, this meeting is held in accordance with the Standing Orders of Parliament to submit for your approval a Bill which is being promoted by the company in the present session. One of the objects of this Bill is to authorise the construction of a branch railway to serve a new colliery at Calverton, Nottinghamshire, over which the London & North Eastern Railway Company will be given running powers.

Provisions are also included to deal with portions of the Manchester, Bolton & Bury Canal which were closed to navigation by the company's Act of 1941. These provisions are inserted to give effect to an undertaking given to the Lancashire County Council and the Bolton Corporation when the Bill for the Act of 1941 was before Parliament, to enable fuller consideration to be given to various matters which the local authorities concerned regarded as consequential on the closing of the Canal.

The Bill also provides for the removal of a bridge over the River Nene, no longer required following the abandonment of a portion of the line between Hardingstone Junction and St. John's Passenger Station,

Northampton; and the repeal or modification of the obligations imposed on the company in the Act by which the construction of the railway was authorised in 1865.

Relief from obligations imposed on the company in connection with the construction of the Kearsley & Unity Brook Branch Railway near Manchester—which has been disused for many years—is also required in order to facilitate disposal of the site.

Powers are also sought for the compulsory acquisition of lands, and for the construction of a bridge over a public road in connection with the provision of additional siding accommodation for Pilkington Bros. Ltd., at St. Helens.

The Great Northern & London & North Western Joint Committee desires to divert a public footpath at Tilton, Leicestershire, and powers to enable this to be done are sought in the Bill.

I will now move: That the Bill now submitted entitled:—

"A Bill to empower the London Midland & Scottish Railway Company to construct railways and works and to acquire lands; to confer powers upon the Great Northern & London & North Western Joint Committee; and for other purposes."—be and the same is hereby approved subject to such additions, alterations and variations as Parliament may think fit to make therein.

Mr. G. R. T. Taylor: I beg to second the resolution.

The resolution was carried.



## The Transport Bill in Standing Committee

*Provisions affecting "C" licence holders cancelled*

A drafting clause dealing with the issue of British Transport Stock in satisfaction of railway or canal compensation was accepted by the Standing Committee of the House of Commons at its resumed sitting on March 11.

Mr. G. R. Strauss, Parliamentary Secretary to the Ministry of Transport, explained that this was one of 40 amendments which would simplify and improve the machinery of the Bill. It was part of a plan suggested by the railway companies and had been gratefully accepted by the Government.

Under the plan, said Mr. Strauss, stocks which holders at present possessed would, on the date of transfer, automatically become British Transport Stock. On January 2, 1948, the day after the vesting date, all existing stockholders in the railway and canal companies taken over would be given British Transport Stock, which they could trade on the Stock Exchange.

Mr. A. Dodds-Parker (Banbury—C.) moved an amendment to omit a sub-section of Clause 20 of the Bill which provides that if any interest, dividend, or capital is paid, all the directors of the body involved shall be liable to make good to the Transport Commission any damage suffered by the Commission by reason of the declaration of payments. He referred to this as an offensive sub-section which impinged on the integrity of the railway directors.

### "PUBLIC SPIRIT OF DIRECTORS"

Mr. Alfred Barnes, Minister of Transport, said that as such a description had been voiced, it was desirable that he should say at once that there was no reflection on the directors of the railway company in the provisions contained in the clause. On more than one occasion they on the Government side had recognised the high character and public spirit of the directors of the railway companies in the way they had discussed the problems of this Bill—although everyone knew that in principle they were deeply opposed to the policy of the Bill. He emphasised that in a matter of that kind legislation had to be precise.

Mr. Oliver Poole (Oswestry—C.), accepting the statement, said it was all very well for gratitude to be expressed to the railway directors, but he wished to point out that there had been, in fact, many references of an opposite nature which could easily be quoted. It was sheer hypocrisy for the Minister to praise the railway directors when Socialists all over the country had been casting reflections on them.

Mr. Ralph Assheton (City of London—C.) said he was grateful to Mr. Barnes for what he had said about the financial integrity of the railway companies. He was afraid, however, that certain members opposite did not give the Opposition much credit for honesty of purpose.

Mr. Barnes replied that they had no complaints on his side of the House for the way in which the Committee conducted its deliberations. In view of the representations made, he would give an undertaking to examine the wording of the clause again. On this understanding Mr. Dodds-Parker withdrew his amendment.

Sir George Harvie Watt (Richmond—C.) submitted an amendment designed to increase the period of distribution of wartime reserves from two years to eight years. He said the Bill provided that the payments should commence from 1946,

which was a hardship to many, and if the Government felt that its formula of payments for 1946-47 was right, surely it would be equally right for 1940.

The amendment was resisted by Mr. Glenvil Hall (Financial Secretary to the Treasury) who said that the effect of the amendment would be to release for the benefit of a certain class of shareholder a sum of £2½ million, which up to the moment had been treated as reserves for wartime deficiencies for the period 1940-44. This money would still be needed to make up wartime deficiencies.

Mr. Barnes submitted an amendment to Clause 26 of the Bill providing for payment of fees to railway directors who gave their services during the transition period between the date of transfer and the operation of the Transport Commission. He pointed out that the amendment had been submitted on his own responsibility as Minister. The amendment was carried without a division.

The powers of the Transport Commission for licensing in relation to inland waterways were discussed on March 12. A series of amendments was put forward by Lt.-Commander J. Gurney Braithwaite (Holderness—C.) who said they were the result of representations made by the National Association of Inland Waterway Carriers.

He said that in recent years, the canals had become something of the poor relation so far as transport was concerned, and he thought they still had an important function to perform. He moved the omission from the Bill of sub-section 2 of the clause and the insertion of his amendment which was accepted.

He proceeded to move a further amendment which provided that, in the event of an appeal by a licence holder to the Transport Tribunal, the holder could, within a period of three months from the date of the decision of the Tribunal, serve notice on the Commission to purchase his business.

Mr. S. Wingfield Digby (Dorset South—C.) said that there should be fair competition between the new Transport Commission and the carriers. The amendment meant that in licensing matters the Commission could not operate unfairly against the craft operated by independent owners, and he contended that there were adequate safeguards for the Commission in the Bill.

Mr. Barnes said he agreed that the period of ten years for a licence was long and he was prepared to reduce it to five years. With regard to charges, which were linked up with a reasonable return for capital, he was not opposed to that principle, but regretted that he could not place on the Transport Commission the responsibility for fixing rates and charges.

He also agreed that if a licence was refused or revoked there should be a right that the Commission should be compelled to acquire the business on more or less the same methods and responsibilities as applied to certain road haulage undertakings.

The amendment was then withdrawn.

Major D. Renton (Huntingdon—Lib. Nat.) referred to clause 29 which deals with the closing of accounts under control agreement, and asked the Minister what was to become of the £152 million placed in a trust fund during the war. The clause provided that the monies should be paid to the Transport Commission and he felt that the Committee was entitled to

some indication as how it would be spent. It would seem right that the whole of it should be spent on the improvement of the railways.

Mr. Strauss gave an assurance that the money would be used to carry out arrears of maintenance and that it would be used for that purpose only.

On March 13, Sir David Maxwell Fyfe (West Derby, Liverpool—C.) supported a Government amendment to the clause which provides that, until a scheme dealing with the Railway Clearing House is prepared, nothing in the Transport Bill should affect, and no regulations be made which would repeal, amend, or affect the operation of the existing Railway Clearing Acts.

Mr. Barnes announced that the Government had reconsidered the provisions with regard to "C" licences under the Bill. It had become aware of an increasing anxiety in industry generally with regard to these provisions, and had decided, for the time being, not to proceed with the clauses dealing with them. In reaching this decision they had taken into consideration the difficulties of the present situation in the country and of the immediate post-war period.

Mr. Barnes added that steps would be taken to remove the clauses as soon as possible and that this would necessitate some radical alteration in the timetable. The clauses referred to covered the majority of vehicles on the road, 300,000 altogether.

The Minister said that he hoped to persuade the transport industry generally that the legitimate use of "C" licences was a consideration to be taken into account in granting them. They would be granted for businesses carrying their own goods only, and if by any chance the facility was in any way abused, the Government would not hesitate to take steps to put the situation right. A large sum of public money would be invested in the transport system and it was essential that it should be operated as efficiently as possible.

In thanking Mr. Barnes for his announcement, Sir David Maxwell Fyfe declared: "It will be greeted with one of the largest and most heartfelt sighs of relief that has ever come from British industry."

## Mansion House Association on Transport

The annual luncheon of the Mansion House Association on Transport was held at the Connaught Rooms, London, W.C.2, on Friday last. Mr. W. H. Gaunt, President of the Association, was in the Chair. The principal guest was Mr. Alfred Barnes, Minister of Transport.

Mr. Gaunt, in introducing the Minister, complimented him on his willingness to listen to reason, and on the recent changes he had made in the Transport Bill.

The Minister of Transport said there were four points with which he would like to deal briefly. The first of these was the change which had been made in the Bill so far as "C" licences were concerned.

He felt that it was the responsibility of the Minister to ensure that this grave measure, which was concerned with the whole transport system of the country, and in which a large capital investment would be made, should not become subject to the same process of undermining or erosion by new factors in transport as had assailed the railways after the last war.

When he had found that the assurances he had given were not sufficient to allay the anxieties of industry, he had decided that the disadvantages of pursuing the

course laid down outweighed the advantages.

He would emphasise that in removing the clauses he was dealing with additional provisions designed to safeguard the principal purposes of the Bill and not its main substance. He took the view that anxieties of industry should not be added to at the present difficult times, but he warned his hearers that if the concessions he had made were abused by a small minority he would have no hesitation in taking immediate steps to prevent it.

The Users' Committees, which were to be set up under the Bill, for the first time would enable the establishment of complete parallel machinery in which the users would be able to voice their desires to those running transport services.

The railways during recent weeks had been carrying on under extraordinary difficulties, arising from shortages of locomotives, rolling stock, steel, sleepers, and other materials. Those difficulties did not lie on the part of those who had been responsible for the management of the railways. It would require substantial concentration on problems of this kind before the railways could carry all the types of goods which were being offered to them at the present time.

On the road system of this country there was considerable incompatibility between the various forms of road transport, and it was for this reason that he was anxious to assume powers for the construction of motor roads. A Bill was now being prepared to give the Minister of Transport the necessary authority to construct roads of this kind.

Sir John Anderson said that the Minister knew that everyone concerned with the technical business of transport disliked the Bill, and they were doing their best to secure amendments. If and when the Bill was passed, they would do their best to make it as successful in operation as was possible.

#### ECONOMIC ANALYSIS

Mr. Nicholas Kaldor said that he was an academic economist and had been asked by the National Coal Board to give evidence before the Railway Charges Consultative Committee in its recent investigation related to railway charges. In the past, academic economists had not had contacts which enabled them to see problems through the eyes of business people, but this was now changing. He had applied the principles of economic analysis to decide what the position of the railways was likely to be. Economic analysis had been used a good deal during the war to estimate the requirements of national finances. In view of what had happened in the last few months, his forecasting had not yet been entirely successful, for he had not foreseen the hold-up of industry due to the shortage of coal.

Sir Frederick Bain said that what was in his mind was the imminence of a tremendous transport crisis. It was necessary to bring home to Parliament that the mechanism of industry was very delicate and complicated. It was very easy to stop the whole thing; it was not so easy to start it again.

Nothing mattered in industry if management was not good; it was management that had built up industry, and management that kept it going. It was not possible to interfere with the mechanism of industry without danger, and it was necessary to bring that home. They had got to tell Ministers and economists what the job was and just how the job was done.

## British Industries Fair in London and Birmingham

The allocation of stand space for the first post-war British Industries Fair, organised by the Export Promotion Department of the Board of Trade in collaboration with the Birmingham Chamber of Commerce, which will be held from May 5-16 this year, recently has been completed, and a record number of 3,131 exhibitors will occupy approximately 835,000 sq. ft. of floor space. This compares with 2,300 exhibitors and 800,000 sq. ft. of space at the last Fair in 1939.

As in previous years, the Engineering and Hardware Sections will be held at Castle Bromwich, Birmingham, where there will be 978 exhibitors, and these sections will open simultaneously with the Textile and Light Industries Sections to be held in London at Earls Court and Olympia. Exhibitors now are receiving notification of their stand sites and numbers.

Letters have been sent to nearly 100,000 business men in all parts of the world, giving full information about the Fair and inviting them to attend, and posters are being distributed abroad in nine languages. There has been started also an overseas publicity campaign with announcements in 25 languages.

As the Fair will be held this year in May instead of February, as was the case before the war, it is hoped that many visitors to the United Kingdom will combine their business visit with a holiday tour of Great Britain, and to encourage this the British Travel Association will be represented to advise on holidays. Permission has been granted by the Foreign Office and the Treasury for the issue of free visas to foreign buyers.

A Swedish shipping company has solved the hotel accommodation problem for Scandinavian visitors. Two of its vessels, sailing from Gothenburg, will anchor in the Thames, enabling passengers to visit the Fair each day and return to their ship each night. Another company is allowing a 10 per cent. rebate for the return journey on the Esbjerg-Harwich route provided that visitors can produce their B.I.F. invitation card when booking.

## Train Services Reduced to Conserve Coal

Reductions or alterations in service on all the main-line railways came into force on March 16, in order to reduce coal consumption and maintain the stocks required for the Easter holiday period. The principal changes are enumerated in the following paragraphs:—

**L.M.S.R.**—The most numerous changes are made in Northern Division services, and concern mainly short-distance trains in the Aberdeen, Glasgow, and Inverness areas. On the Midland Division, the 10.25 a.m. Bradford—Kingswear and 9.5 a.m. Kingswear—Bradford are discontinued between Bristol and Kingswear on Saturdays. An early morning service from Leicester to St. Pancras is discontinued. Western Division cuts cancel the Manchester—Cardiff through trains in each direction, and the 10.8 a.m. Euston—Perth is discontinued between London and Carlisle.

**L.N.E.R.**—The only weekday services withdrawn to and from London are the 12.15 p.m. Marylebone—Manchester and the 8.25 a.m. Manchester—Marylebone,

but the 9 p.m. Cambridge—Liverpool Street is cancelled on Sundays. Various cuts are made in East Anglia and in the York—Harrogate—Bradford district. Two Edinburgh—Aberdeen weekday trains will run only between Edinburgh and Dundee, and on Sundays two Edinburgh—Glasgow services are cancelled, in each direction.

**G.W.R.**—The principal G.W.R. cancellation is the "Cornish Riviera Express" on weekdays and Sundays. Other main-line services are withdrawn on certain weekdays, as below:—

Tuesdays, Thursdays and Saturdays: Up and down "Channel Isles Boat Train"; 3.55 p.m. Paddington—Neyland; 11 a.m. Milford Haven to Paddington. Saturdays: 8 a.m. Cheltenham to Paddington, and 4.55 Paddington to Cheltenham.

Sundays: 3.30 p.m. Paddington to Plymouth, and 10.20 a.m. Plymouth to Paddington.

The 9 a.m. Paddington—Wolverhampton, and 4.25 p.m. Wolverhampton—Paddington will run on Mondays only. The 1.15 p.m. Paddington—Bristol and 9 a.m. Bristol—Paddington will run only on Mondays and Saturdays. Various long-distance cross-country trains between the North, the Midlands, the West of England, and Wales are affected also.

**Southern Railway.**—Three trains in each direction between Waterloo and Portsmouth are withdrawn on Mondays to Fridays. Monday to Saturday suspensions include the 10.30 a.m. Waterloo to Weymouth (compensated for by a Weymouth portion on the 9.30 a.m. from Waterloo); the 2.30 p.m. from Bournemouth to Waterloo; and the 2.25 p.m. from Plymouth to Waterloo. The Birkheadhead—Bournemouth and Brighton—Bournemouth trains are withdrawn, and the 11.30 a.m. Brighton—Plymouth is suspended between Salisbury and Plymouth, but combines with the 12.50 p.m. from Waterloo.

## Retired Railway Officers' Society

The 46th annual general meeting of the Retired Railway Officers' Society was held at the Great Eastern Hotel, Liverpool Street, on February 11, when the report and accounts for 1946 were submitted and adopted.

The report records that the activities of the Society had again to be curtailed on account of post-war conditions. The spring and autumn luncheons had to be cancelled, but the ladies' afternoon tea and musical entertainment was held on April 2 at the Abercorn Rooms. Nine monthly meetings were held, with an average attendance of 34 members. The total membership is now 134, and during the year 14 new members were elected. The accounts showed a credit balance of £156.

The retiring President, Mr. Gilbert Szlumper, proposed that Mr. Ernest Wharton, formerly Mineral Manager, L.M.S.R., be elected President for the ensuing year, and this was passed unanimously. The Honorary Treasurer, Mr. J. W. Lovejoy, and the Honorary Secretary, Major A. S. Mills, were re-elected. Colonel Wilson, Honorary Joint Auditor, was re-elected, and Mr. A. E. Moore also was elected Joint Auditor to succeed the late Mr. Howie. Votes of thanks were accorded the retiring President and the officers for their services during the year.

It was decided that donations of ten guineas each should be made by the Society to the Railway Benevolent Institution and the Railway Orphanage, Derby.

The Society hopes to arrange a summer outing on the Thames during 1947.

## Notes and News

**Tangyes Limited London Office.**—The address of the London Office of Tangyes Limited has been changed to 60, Grosvenor Street, W.1 (telephone: Mayfair 1338).

**Draughtsman Required.**—A draughtsman, age 25 to 30 years, preferably single, is required by a British railway company operating in Chile in its permanent way department. See the Official Notices.

**Beyer, Peacock & Co. Ltd.**—An ordinary dividend of 5 per cent. declared by Beyer, Peacock & Co. Ltd. for 1946 is the first payment on the £600,000 ordinary capital since an 8 per cent. dividend was paid for 1930.

**An Important Export Order for Metropolitan-Cammell.**—The Metropolitan-Cammell Carriage & Wagon Co. Ltd., which built the special coaches for the South African Royal Train, has received an order from the South African Railways & Harbours Administration for 40 second class main-line coaches and 1,200 bogie drop-side wagons.

**Summer Time Adjustments in Southern Railway Continental Services.**—In consequence of the introduction of single Summer Time on March 16, Southern Railway services to the Continent will leave Victoria Station one hour later than at present until April 12.

**Transport Engineering & Equipment Limited, Five-Day Week.**—Transport Engineering & Equipment Limited is now operating on a five-day working week, and requests suppliers, customers, and transport contractors to note that no goods can be received or despatched on Saturdays.

**Mechanical Engineer Required.**—A fully qualified mechanical engineer, between 44 and 55 years of age, is required on the Royal State Railways of Siam. Applicants must have had a long experience as works managers of railway workshops, with full knowledge of scheduling and progressive methods of repairs to locomotives and railway rolling stock. See Official Notices on page 291.

### Flooded Line at Tottenham Hale Station, L.N.E.R.



Measuring the depth of the flood water at Tottenham Hale Station, L.N.E.R., on March 14

**Claims by Railway Unions.**—Claims by the N.U.R., the A.S.L.E.F., and the Railway Clerks' Association were presented to the railway companies on March 17. All three unions claimed a wage increase of £1 a week. The N.U.R. and A.S.L.E.F. asked for a 40-hr. week, and the Railway Clerks' Association for a 35-hr. week.

**British Insulated Callender's Cables Five-Day Week.**—British Insulated Callender's Cables Limited has adopted the five-day working week, and announces that all the company's works will be closed on Saturdays. Goods will not be despatched from or received at any of the factories on Saturdays, but staff will be available at all head and branch offices.

**Closing of Level Crossing at Leyton.**—In connection with work on the extension of the Central Line of London Transport from Stratford to Leytonstone, the level crossing at Grove Green Road, Leyton, has been closed as from March 3. A pedestrian subway exists already at the site of the level crossing, and in due course a road bridge will be provided under the railway at this point.

**Assistant Electrical & Mechanical Engineer Required.**—An assistant electrical & mechanical engineer is required by the County Borough of Southend-on-Sea on the establishment of its Pier & Fore-shore Department. Applicants should have served either an electrical or mechanical engineering apprenticeship, hold good technical qualifications, and have had general experience subsequent to apprenticeship. For full details see Official Notices on page 291.

**Stewarts and Lloyds Expansion Scheme.**—An expansion scheme showing considerable increases compared with that proposed in 1944 has been put forward by Stewarts and Lloyds Limited. The company states that since the 1944 proposals were approved, it became apparent that the export demand for tube was much larger than then envisaged, and expansion of the plan became necessary. The major extensions under the new plan will be carried out at Corby, where steel capacity will be increased to meet the new requirements in tube steel, and in addition a large tonnage of semi-finished steel in

Basic Bessemer quality will be produced. The new plan has been approved by the British Iron & Steel Federation, and has been referred to the Iron & Steel Board, by whom it is receiving active and sympathetic consideration.

**Powell Duffryn to Advise on Fuel Problems.**—Behind the recent registration of Powell Duffryn Technical Services, whose specific purpose will be to act as impartial consultants in all parts of the world on problems of fuel production and utilisation.

## British and Irish Railway Stocks and Shares

Stocks	Highest 1946	Lowest 1946	Prices	
			Mar. 18, 1947	Rise Fall
G.W.R.				
Cons. Ord. ....	61½	54½	55½	—
5% Con. Pref. ....	126½	107	120½	—
5% Red. Pref. (1950) ..	106½	102½	103½	—
5% Rt. Charge ....	140½	122½	134½	—
5% Cons.Guar. ....	137½	118½	131½	—
4% Deb. ....	129½	106	124½	+ 1
4½% Deb. ....	129½	107	124½	+ 1
4½% Deb. ....	130½	114	124½	—
5% Deb. ....	142½	125	137½	—
2½% Deb. ....	95½	81½	92½	—
L.M.S.R.				
Ord. ....	30½	26½	27½	+ ½
4% Pref. (1923) ....	64	52½	58½	—
4% Pref. ....	86	75½	81½	—
5% Red. Pref. (1955) ..	105½	97	101½	—
4% Guar. ....	108½	100	103½	—
4% Deb. ....	120	103	114½	+ 1
5% Red. Deb. (1952) ..	108½	105½	105½	—
L.N.E.R.				
5% Pref. Ord. ....	7	5	6½	—
Def. Ord. ....	3½	2½	3½	—
4% First Pref. ....	59½	50½	55½	—
4% Second Pref. ....	29½	25½	27	—
5% Red. Pref. (1955) ..	104	97	99½	—
4% First Guar. ....	107	98	102½	—
4% Second Guar. ....	101	90	96½	—
3% Deb. ....	104	87½	98½	—
4% Deb. ....	119½	102½	113½	—
5% Red. Deb. (1947) ...	101	99	99½	—
4½% Sinking Fund Red. Deb. ....	107½	101½	103½	—
SOUTHERN				
Pref. Ord. ....	79½	70	74	+ ½
Def. Ord. ....	24	19½	22½	+ ½
5% Pref. ....	125½	107	119½	—
5% Red. Pref. (1964) ..	115½	106½	111½	—
5% Guar. Pref. ....	137½	119	131½	—
5% Red. Guar. Pref. (1957) ....	115½	107½	111½	—
4% Deb. ....	129½	105½	124½	+ 1
5% Deb. ....	159½	125½	134½	—
4% Red. Deb. (1962- 67) ....	113½	104½	110½	—
4% Red. Deb. (1970- 80) ....	115½	104½	111½	—
FORTH BRIDGE				
4% Deb. ....	109	103	104½	—
4% Guar. ....	105	102	101	—
L.P.T.B.				
4½% "A" ....	133½	120½	127½	—
5% "A" ....	142½	130½	136½	—
3% Guar. (1967-72) ...	108	98½	105½	— 1
5% "B" ....	128½	117½	123½	—
5% "C" ....	64½	56½	63½	—
MERSEY				
Ord. ....	34	30	33½	—
3% Perp. Pref. ....	76	69	72½	—
4% Perp. Deb. ....	117½	103	111	—
3% Perp. Deb. ....	98	81	92½	—
IRELAND* BELFAST & C.D.				
Ord. ....	8½	6	7½	—
G. NORTHERN				
Ord. ....	41½	31½	31½	— ½
Pref. ....	63½	52	52	— ½
Guar. ....	97½	78½	94	— 2
Deb. ....	107	97½	104½	— ½
IRISH TRANSPORT				
Common ....	19½	16½	15½	— ½
3% Deb. ....	107	100	104½	— ½

\* Latest available quotation



## OFFICIAL NOTICES

**WANTED.**—Back numbers or volumes of *Railway Engineer and Railway Gazette*, especially those prior to 1922, and other books on railways.—KERR, Beckside, Cartmel, Lancs.

**BRITISH** Railway Company operating in Chile has vacancy for a Draughtsman in the Permanent Way Department. Preferably single man, age 25-30. Commencing salary £600 per annum. Passage paid and free quarters provided. Write with full details of qualifications and experience to Box 1605, c/o CHARLES BARKER & SONS LTD., 31, Budge Row, London, E.C.4.

**APPLICATIONS** are invited for the appointment of a fully qualified Mechanical Engineer on the Siam State Railways at a salary of £2,500 a year. The applicant should be between the ages of 44 and 55 years, must have had a long experience as Works Manager of railway workshops, with full knowledge of scheduling and progressive methods of repairs to locomotives and railway rolling stock. The appointment will be subject to the Siamese Government's standard agreement for engaging foreign officials. Applications must be made in writing only to MESSRS. SANDBERG, 40, Grosvenor Gardens, London, S.W.1.

**RAILWAY SIGNALLING AND COMMUNICATIONS, INSTALLATION AND MAINTENANCE.** A practical guide, especially intended to help Signal Inspectors, Installers, Fitters, Linemen, Draughtsmen, and all concerned with installing and maintaining Signal, Telegraph, and Telephone Equipment. 416 pages. Many illustrations. Cloth, 8s. By post 8s. 6d.

## County Borough of Southend-on-Sea

ASSISTANT ELECTRICAL &amp; MECHANICAL ENGINEER

**APPLICATIONS** are invited for the above appointment on the Establishment of the Pier & Fore-shore Department. Salary, Grade 2 of the National Scales, viz., £360-£15-£405 per annum, plus cost-of-living bonus (at present £59 16s. per annum).

Applicants should have served either an Electrical or Mechanical Engineering Apprenticeship, hold good technical qualifications, and have had general experience subsequently to apprenticeship, and be capable of undertaking the supervision (under the Chief Electrical & Mechanical Engineer) of the installation and maintenance of plant of the Department, which includes Traction System, maintenance of both Rolling Stock and Permanent Way, Electrode Boilers and Associated Steam Equipment, Water Filtration Plant, Cranes, Pumps, Diesel Electric Dredger, large Electrical Installation and Water and Gas Services of the Department.

The appointment will be subject to the Local Government Superannuation Act, 1937, and the successful candidate will be required to pass a medical examination and to wear the Corporation Officer's Uniform when on duty.

Application, stating age, full particulars of training and experience, accompanied by three testimonials, must reach The Piermaster & Foreshore Manager, Pier Building, Southend-on-Sea, in a plain envelope endorsed "Assistant Engineer," not later than April 8, 1947. Canvassing will disqualify.

ARCHIBALD GLEN,

Town Clerk

Municipal Buildings,  
Southend-on-Sea.  
March 8, 1947.

## London &amp; North Eastern Railway Company

**NOTICE IS HEREBY GIVEN** that on Tuesday, March 25, 1947, Balances will be Struck in respect of the 5 per cent. Redeemable Debenture Stock (1947) of the Company in connection with the interest payment for the half-year ending April 15, 1947, and in connection with the repayment of the Capital due on that date.

Capital and Interest will be payable to the persons whose names are registered in the books of the Company on March 25, 1947.

W. H. JOHNSON,

Secretary of the Company

Marylebone Station,  
London, N.W.1  
March 15, 1947

**STATION DESIGN.** A striking example of modern British practice at the important wayside station of Luton. Reprinted from *The Railway Gazette*, July 7, 1944. Price 1s. Post free 1s. 2d.

**RAILWAYS AND NATIONALISATION.** By E. A. Pratt. A book for those who wish to study the question from the point of view of practical politics. Cloth. 7½ in. by 5¼ in. 454 pp. 2s. By post 2s. 10d.

**TRAFFIC CONTROL ON THE L.M.S.R.** Coordination of operating arrangements as a result of grouping.—Central, Divisional, and District Control.—Outline of unified methods adopted.—Organisation and working.—Control telephone circuits.—Daily telephonic conferences. Paper. 12 in. by 9 in. 20 pp. Illustrated. 5s. By post 5s. 2d.

tion, lies the prospect of considerable development in the activities of the Powell Duffryn group to replace its former colliery undertakings now nationalised. Mr. Robert Foot, Chairman, speaking at a recent conference, explained the significance of these facts, and stressed the importance of advising industrial undertakings on the most efficient and economical use of all types of fuel. The work of Technical Services might be regarded as complementary to that of the Fuel Efficiency Division of the Ministry of Fuel & Power. Industrial consultants, said Mr. Foot, were at an advantage in this respect in that they were in a position to do a thorough job on a commercial basis for the individual firm. There was a possibility, also, that the parent company might extend its manufacturing activities in Great Britain along lines connected with coal and its derivatives. Mr. Foot hinted at important developments overseas, and said that they were looking ahead to the time when the activities of the company would include the promotion of exports of British machinery and equipment.

**Modifications to L.N.E.R. "V2" Engines.**—In his report on the derailment at Marshmoor, L.N.E.R., on November 10, 1946, Lt-Colonel G. R. S. Wilson states that 26 "V2" locomotives are being altered to counteract instability at speed.

**Aftermath of the Thaw.**—Train services in many parts of the country have been interrupted by severe floods which followed the recent thaw. Diversions of traffic on the main Brighton line of the Southern Railway were necessitated last week by a fall of chalk at one end of Merstham Tunnel. Water was still rising in many places at the beginning of this week, the areas worst affected being the Thames Valley, the Lea Valley, and the Fen district. A gale on the night of March 16 caused the collapse of a railway bridge, which blocked the L.M.S.R. between Birmingham and Walsall. The L.M.S.R. Nottingham-Lincoln line was blocked by fallen trees. In the Thames Valley, the high wind aggravated the flooding, and the Thames burst its banks at Datchet. Traffic on the Southern Railway Staines-Windsor line, where an emergency

steam shuttle service had been operating, was suspended, and the G.W.R. station at Staines was isolated by flood water. Flooding in the North of England necessitated the L.N.E.R. accepting bookings only as far north as Newcastle on March 14.

**Diesel-Electric Coaches for Iraq.**—An order has been placed by the Iraqi State Railways with the English Electric Co. Ltd. for nine two-coach diesel-electric units. Three of these are for the standard-gauge lines from Baghdad to Mosul, and the remainder, which are of metre gauge, will be used in augmenting generally the rail services out of Baghdad. Each two-coach unit will be fitted with an English Electric 275-h.p. diesel-electric power unit and will be capable of running at speeds up to 50 m.p.h. Units can be coupled if necessary to form a larger train. Saloon type accommodation will be provided for second and third class passengers, and the second class saloon is equipped with the latest type of air conditioning. Some years ago, the English Electric Company supplied to Ceylon coaches of a similar type, and a repeat order is now in hand. An extensive programme is under way, also, for the Egyptian State Railways, covering diesel-electric trains, express locomotives, and shunting locomotives.

**Midland Railway Co. of Western Australia Ltd.**—Gross traffic receipts of the Midland Railway Co. of Western Australia Ltd. for the year ended June 30, 1946, were £206,168, a decrease of £11,017. Working expenses increased from £130,506 to £136,581, leaving net receipts £17,092 lower at £69,587. After payment of 4½ per cent. interest on the first mortgage debenture stock, and providing for renewals, administrative expenses, and directors' fees, there remained an adverse balance of £61. A credit balance of £41,515 was brought in from the previous year, so that the amount at credit of revenue account at June 30, 1946, was £41,454. Earnings decreased in all classes of traffic except parcels, receipts from which were £1,006 higher. Gross traffic receipts for the current financial year to December 31 last totalled £99,122, as against £100,474 in the corresponding period of 1945. In this period a strike on

the Western Australian Government Railways from November 6 to November 22 caused a complete cessation of traffic over the company's system.

**Production of Chemicals from Petroleum.**—Among forthcoming developments announced by the Shell Petroleum Company is the erection of a new plant at Thornton-le-Moors, Cheshire, for the manufacture of chemicals from petroleum. All petroleum used as raw material will be imported from the sterling sources, and the output of the new plant, which will be ready for production next year, will mean a reduction of imports from America by \$4 million a year. Explaining the significance of these new developments, Mr. G. Legh-Jones, a managing director of the company, said that the manufacture of chemicals from petroleum began in this country at the Shell synthetic soap refinery at Stanlow during the war, and the present plans had been framed as a result of research and development over many years. Their laboratories at Thornton would play an important role, not only in furthering scientific studies, but in working out applications of these chemicals in the engineering, building, paint, plastic, textile industries, etc., and in agriculture. There was being opened to British industry at this critical time a great additional source of chemicals of the greatest value.

## Forthcoming Meetings

March 21 (today).—The Institute of Transport, at the Connaught Rooms, Great Queen Street, London, W.C.2. 6.45 for 7.15 p.m. Annual Dinner.

March 27 (Thur.).—Société des Ingénieurs Civils de France (British Section), jointly with the Institution of Civil Engineers, Great George Street, London, S.W.1. 5.30 p.m. "The Reconstruction of the Port of Marseilles," by M. Jean Couteaud.

March 28 (Fri.).—The Institute of Transport (Metropolitan Section), at Livingstone House, Broadway, S.W.1. 5.30 p.m. "Voluntary Organisations in the Passenger Road Transport Industry in Relation to the Transport Bill," by Mr. Charles E. Lee.

## Railway Stock Market

Although reasonably active, buying interest in stock markets has been inclined to dwindle. Further declines in British Funds, led by "Old" Consols and Treasury 2½ per cent., had an unsettling effect, and increased the tendency to await the Budget for any indications as to the future trend of Government monetary policy.

Good features were not lacking in the industrial section, and there was selective buying of shares of companies estimated to benefit substantially from the abolition of E.P.T. It is realised, however, that it should be easier to assess the position after the Budget, because, apart from the possibility of tax reductions which apparently are still expected in some quarters, Mr. Dalton doubtless will clarify the position as to how moneys are to be applied which otherwise would have gone in E.P.T.

Iron and steels probably have provided the steadiest section among industrial securities. Apart from the big expansion plans already announced (Stewarts and Lloyds rose afresh to 60s.), further big development schemes are expected. Moreover, yield considerations have attracted rather more attention to such shares as Colvilles, Dorman Long, and United Steel. The general assumption is that the iron and steel industry has had a reprieve from nationalisation for at least two years, and that whether it will come eventually will depend on future political developments. The nationalisation groups again appeared rather easier, doubtless in sympathy with the further decline in British Funds, although colliery shares were firm, partly on pending dividend announcements.

There was again considerable business in foreign railways, featured by further strong gains in Leopoldina and other Brazilian railway securities. This reflects general expectations that, following the San Paulo deal, Brazil's remaining sterling balances will be applied in taking over the Leopoldina and possibly other British-owned railways and public utilities operating in that country. The companies in question are not being kept informed of the progress of talks now taking place in London with the Brazilian Embassy. Nevertheless, the prevailing assumption is that a further group of companies will pass out of British hands in order to deal with debts contracted abroad during the war period.

Stockholders have the satisfaction of knowing that the terms in respect of the Argentine railways, and also in respect of the San Paulo Railway, have set a standard of fairness which will not be without important influence on other "take-over" terms in respect of British-owned concerns in South America. In fact, it seems in the circumstances that those responsible for the negotiations in connection with the Argentine railways and the San Paulo Railway have in effect provided a valuable service for the whole body of existing shareholders in British-owned companies operating in South America. Whereas in years past it was a matter of national prestige for South American countries to have the assistance of British capital and skill, it now seems a matter of prestige for them to absorb the British-owned companies.

Leopoldina ordinary stock has advanced further from 20 to 23½, while the prefer-

ence stock jumped from 41 to 66, and the 4 per cent. debentures improved from 80 to 81, all of which follow the substantial gains recorded in these notes last week. Moreover, Great Western of Brazil ordinary and preferred both have recorded a fresh spurt, from 90s. to 97s. Until official news is available, it cannot be said whether these big gains are justified, and the various stocks carry considerable speculative risk, although the upward movement may not be completed. San Paulo, which was good at 173, is said in some quarters to be worth 200, but this will turn on the terms secured in respect of the company's ancillary interests following those already announced in respect of the railway.

Speculative activity has embraced virtually all securities of British-owned railways working in South America, even in cases where there has been no hint of rumours of take-over developments. Antofagasta rose sharply, but although part of the rise was lost, was 16, compared with 12 a week ago; the preference stock gained four points at 69. Central Uruguay stocks remained active and held virtually all the gains referred to last week. Argentine rails were firmer, but less active, the tendency being to await official news of the "share-out" for the various companies. United of Havana debentures rose further from 22½ to 26½ in anticipation of a new capital scheme.

Home rails moved fractionally lower, where changed, buyers being less in evidence, although there are now growing hopes that the Transport Bill will not prevent payment of interim dividends.

### Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffic for week		No. of Week	Aggregate traffic to date			Shares or Stock	Prices		
			Total this year	Inc. or dec. compared with 1945/6		Totals		Increase or decrease		Highest 1945	Lowest 1945	Mar. 1947
						1946/7	1945/6					
South & Central America												
Antofagasta ...	834	9 3.47	£ 35,860	+ 9,680	10	£ 356,280	£ 325,730	+ 30,550	Ord. Stk.	12	84	17
Arg. N.E. ...	753	8 3.47	ps. 395,400	+ ps. 125,600	36	ps. 1,446,700	ps. 1,066,000	+ ps. 380,700	"	10	52	17
Bolivar ...	174	Feb., 1947	£ 113,608	+ \$3,013	9	\$228,677	\$232,451	- \$3,774	6 p.c. Deb.	84	12	61
Brazil ...	...	...	...	...	...	...	...	...	Bonds	25	13	38
B.A. Pacific ...	2,771	8 3.47	ps. 2,850,000	+ ps. 218,000	36	ps. 83,252,000	ps. 81,008,000	+ ps. 2,244,000	Ord. Stk.	134	101	174
B.A.G.S. ...	5,080	8 3.47	ps. 3,825,000	+ ps. 26,000	36	ps. 129,300,000	ps. 124,883,000	+ ps. 4,417,000	Ord. Stk.	128	94	254
B.A. Western ...	1,924	8 3.47	ps. 1,301,000	+ ps. 88,000	36	ps. 46,626,000	ps. 43,338,000	+ ps. 3,288,000	"	94	7	194
Cent. Argentine Do. ...	3,700	8 3.47	ps. 3,240,398	- ps. 125,602	36	ps. 115,898,895	ps. 112,794,450	+ ps. 3,104,445	"	94	2	181
Costa Uruguay ...	970	8 3.47	£ 37,113	+ 4,829	36	£ 1,324,018	£ 1,387,194	- 63,176	Ord. Stk.	74	4	304
Costa Rica ...	262	Jan., 1947	30,317	+ 4,789	31	190,342	195,192	- 4,850	Stk.	164	13	13
Dorada ...	70	Feb., 1947	29,600	+ 1,535	8	60,300	59,814	+ 486	1 Mt. Deb.	103	102	104
Entre Rios ...	808	8 3.47	ps. 444,100	- ps. 13,600	36	ps. 15,583,500	ps. 15,293,000	+ ps. 290,500	Ord. Stk.	74	44	74
G.W. of Brazil ...	1,030	8 3.47	38,800	+ 8,900	10	382,000	320,000	+ 62,000	Ord. Stk.	30	23	98
Inter. Ctl. Amer. ...	794	Jan., 1947	\$1,181,408	+ \$156,861	4	\$1,181,408	\$1,024,547	+ \$156,861	"	78	70	65
La Guaira ...	224	Feb., 1947	\$99,791	- \$10,779	8	\$225,067	\$236,062	- \$10,995	5 p.c. Deb.	4	3	181
Leopoldina ...	1,918	8 3.47	£ 62,421	+ 13,273	10	633,245	549,340	+ 83,905	Ord. Stk.	4	4	1
Mexican ...	483	31.5.46	ps. 1,464,000	+ ps. 459,100	22	ps. 7,706,200	ps. 13,441,600	+ ps. 5,220,200	Ord. Stk.	4	4	1
Midland Uruguay ...	319	Feb., 1947	7,529	+ 6,268	34	132,490	148,286	- 15,796	"	75	67	81
Nitrate ...	382	15.3.47	6,588	+ 3,954	10	38,538	47,699	- 9,161	Ord. Sh.	75	67	81
N.W. of Uruguay ...	113	Jan., 1947	5,490	- 52	31	38,606	40,818	- 2,212	"	79	77	54
Paraguay Cent. ...	274	7.3.47	£ 682,136	- £ 13,673	36	£ 2,300,371	£ 2,181,414	+ £ 118,957	Pr. Li. Stk.	79	74	13
Peru Corp. ...	1,059	Feb., 1947	133,073	+ 5,322	35	1,201,535	1,134,456	+ 67,079	Pref.	104	74	13
Salvador ...	100	Jan., 1947	c265,000	+ c31,000	31	c885,000	c847,000	+ c38,000	"	...	...	...
San Paulo ...	153½	Feb., 1947	2,870	- 2,445	35	34,705	24,490	+ 10,215	Ord. Stk.	604	504	1704
Taltal ...	156	8 3.47	96,781	+ 15,001	36	2,011,423	1,868,864	+ 142,559	Ord. Sh.	17	10	6
United of Havana ...	1,301	8 3.47	837	+ 764	34	9,953	14,214	- 4,261	Ord. Stk.	3	1	4
Uruguay Northern ...	73	Feb., 1947	...	...	...	...	...	...	"	...	...	...
Canada												
Canadian National ...	23,482	Jan., 1947	8,214,500	+ 489,250	4	8,214,500	7,725,250	+ 489,250	Ord. Stk.	24	148	174
Canadian Pacific ...	17,037	14.3.47	1,543,000	+ 111,750	10	13,993,500	14,332,750	- 339,250	"	...	...	...
Various												
Barst Light ...	202	Jan., 1947	21,292	- 1,492	43	225,870	225,120	+ 750	Ord. Stk.	131	123	109
Beira ...	204	Sept., 1946	90,848	+ 17,136	52	950,694	920,575	+ 30,119	"	...	...	...
Egyptian Delta ...	607	31.1.47	20,719	+ 1,613	44	568,859	533,312	+ 35,547	Pr. Sh.	10	84	6
Manila ...	...	...	...	...	...	...	...	...	B. Deb.	71	55	74
Mid. of W. Australia ...	277	Jan., 1947	16,229	- 1,557	30	115,351	118,260	- 2,909	Inc. Deb.	974	85	65
Nigeria ...	1,900	Dec., 1946	350,862	+ 14,310	38	3,440,923	2,413,177	+ 1,027,746	"	...	...	...
Rhodesia ...	2,445	Sept., 1946	541,147	+ 24,052	52	6,174,663	6,069,663	+ 105,000	"	...	...	...
South African ...	13,323	8.2.47	1,231,248	+ 146,295	45	52,012,467	45,721,196	+ 6,291,271	"	...	...	...
Victoria ...	4,774	Nov., 1946	1,204,525	- 39,782	...	...	...	...	"	...	...	...

† Receipts are calculated @ 1s. 6d. to the rupee